

WEDNESDAY, JULY 26, 1899. NEW SERIES No. 1272. 日九十月六年五十二緒光

三拜禮

號六十月七英港香

THIRTY DOLLAR PER ANNUM.

Banks.

TOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880.

CAPITAL (Subscribed and } Yen 12,000,000 PAID-UP) teserve Fund Head Office .- YOKOHAMA.

Branches and Agencies, NAGASAKI: • LONDON. NEW YORK SAN FRANCISCO. HONOLULU. SHANGHAL

LONDON BANKERS: THE LONDON JOINT STOCK BANK; Ld. PARRS BANK, Ld. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. 1994 On fixed deposits for 12 months at 5 per cent.

Hongkong, 1st July, 1899. IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Ifead Office: SHANGHAL

Branches and Agencies. CANTON. HANKOW. PEKING. CHEFOO SWATOW. CHINKIANG. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS: % per Annum Fixed Deposits for 3 months. E. W. RUTTER. Acting Manager. Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE :- HONGKONG.

Board of Directors:-. Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq. Chief. Manager,

GEO. W. F. PLÄYFAIR. Interest for 12 months Fixed 5 %

Hongkong-30th May, 1899. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON RESERVE LIABILITY OF SHARE

RESERVE FUND INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances."

> T. H. WHITEHEAD, Manager, Hongkong.

On Fixed Deposits for 12 months ... 4, per cent

Hongkong, 20th May, 1898 TONGKONG AND SHANGHAI BANKING CORPORATION:

RESERVE LIADILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS

R. M. GRAY, Esq., Chairman. N.A. Stens, Esq., Deputy Chairman, A. J. Raymond, Esq. R. H. Hill, Esquecies P. Sachse, Esq. S The Hon. J. J. Keswick Er Shellim, Esq.

A. McConachie, Esq. R. Shewau, Esq. GHIEF MANAGER Hongkong Sir Thomas Jackson.

Shanghai-I.P. WADE GARDNER, Esq. LONDON BANKERS - LONDON AND COUNTY BANKING GOMPANY, LIMITED HONGKONG-INTEREST-ALLOWED On Current Account of the rate of a per Cent per Annum on the daily balance

ON FIXED DEPOSIT For 3 months, 21 per Cent per Annum, For 6 months, 3 per Cent per Annum For 12 months, 4 sper Gent per Annum THOMAS JACKSON Chief Manager

Hongkong, oth June, 1899.

-bythe HONGKONG AND SHANGHAT BANKING CORPORATION Rules may be obtained on applications brained on application:
1NTERESI on deposits is allowed at 31 PER Depositors may, transfer, at their option balances of \$ 100 br more to the Honoxono and THE PART OF THE PROPERTY OF THE PARTY OF THE

THE Business of the above Babk is conducted

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS. STEAMERS JAPAN, &c. ... Formosa* ... A. G. Cubitt, R.N.R..... About 28th July ... Freight or Passage. LONDON Socotea T. H.-Hide, R.N.R. About 4th August. Freight only. LONDON, &c... Coromandelf, F. W. Vibert, R.N.R. ... Noon, 5th August, Freight or Passage.

For Further Particulars apply to

* (Passing through the Inland Sea).

H. A. RITCHIE, Superintendent.

† (See Special Advertisement).

Hongkong, 25th July, 1899

THE

CLUBHOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA. FIRST-CLASS .HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors,

E. V. SIOEN, Manager.

Telephone.

Yokohama, 1st October, 1897.

AOUARIUS. A PERFECT TABLE WATER."

Net Price. when return to our Godown's ' Per i Dozen Quarts\$2.50 \$1.50 ,⊹St.∞

There is no teaching in all the wide world of hygiene so memor as the inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment undoubtedly from water directly, or from milk which has been "fouled by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only."-(Dr. Andrew Wilson in the "Hlus. London News.")

CALDBECK, MACGREGOR

GENERAL MANAGERS. 15, Queen's Road. Hongkong, 8th July, 1899.

IS THE BEST.

PER DOZEN

12 QUEEN'S ROAD.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities, ESTIMATES given for every DESCRIPTION of WORK. SUPERINTENDENT.....THOS. SKINNER

DODWELL & CO. LIMITED, General Agents.

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA, GAP, adjoining the TRAMWAY TERMINUS, 1.350 feet above sea Level, CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Gool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA, Manager.

HOTELORIENTE MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely I under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A.First-Class Livery Stable is attached to the HOTEL.

WOULD NOT HAPPEN

IF YOU USE

THE STRONGEST KNOWN

DISINFECTANT.

66, QUEEN'S ROAD CENTRAL. WATKINS & CO.

Hongkong, 12th June, 1899.

THE PHARMACY HAVE NOW A LARGE-ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic. Also Sole Agents for the now well-known IAPANESE TABLE WATER

TANSAN

CARMICHAEL & CO.

SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale. THE PETER SYS COMPANY. roprietors and Sole Manufacturers), 9, Old China Street,

Shanghair 12th October, 1898.

Masonic.



REGULAR MEETING of the above LODGE will be held at the FREEMA SONS HALL, Zetland Street, on TUESDAY the list August at 8.30 for 9 p.m. precisely isiting Brethren are cordially invited to attend Hongkong, 24th July, 1899

Auction.

BY ORDER OF THE MORTGAGEES NATESSES. HUGHES & HOUGH have Hongkong, 15th July, 1809. IV.1 received instructions from the Morigngees to S:11 by PUBLIC AUCTION on the Premises.

PERTY situate at Victoria, in the Colony of renewal at a CROWN RENT to be fixed by Hongkong and Registered in the Land Office the Surveyor of Her Majesty the Queen, for as MARINE LOT No. 111 together with the one further term of 75 years. Commodious Godowns thereon known as Nos | PARTICULARS OF THE LOT. 69, 70 & 71, Praya East and 72, 74 and 76, Wanchai Road, the Property is held for the resdue of a term of 1999 years from the 10th 3 October, 1859 at the Annual CROWN RENT

Messe DEACON & HASTINGS

Auction.

GOVERNMENT NOTIFICATION

THE following Particulars of Sale of Crown Land by Public Auction, to be held or the spot, on

he 31st day of July, 1899, at 3.P.M., are put ished for general information. By Command.

H. STEWART COCKHAR'S, Colonial Secretary Colonial Secretary's Office,

Particulars of the detting by Public Auction Sale, to be held on Monday, the 31st day of July 1899, at 3 P.M. on the Spot, by Order of is Excellency the Governor, of One Lot of GROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of

Auction.

PUBLIC AUCTION

MESSRS. HUGHES & HOUGH have received instructions to Sell THE FOLLOWING

EASEHOLD PROPERTIES Situate at Victoria, Hongkong, in

PUBLIC AUCTION.

THURSDAY, FRIDAY, SATURDAY MONDAY.

the 27th, 28th, 29th, and 31st July, 1899, at Auction Rooms, Ice House Lane. Lot 1.—No. 325, Queen's Road West, Area 778 Square feet, Annual Crown Rent

Lot. 2.—No. 323, Queen's Road West, Area 740 Square feet, Annual Crown Rent

Lot 3.—No. 321, Queen's Road West, Area 744 Square feet, Annual-Crown Rent

Lot 4.-No. 319, Queen's Road West, Area 736 Square feet, Annual Crown Rent

Lot 5 .-- No. 2317, Queen's Road West, Area 740 Square feet, Annual Crown Rent Lot 6.—No. 315, Queen's Road West, Area 744 Square feet Annual Crown Rent

Lot 7.—No. 313, Queen's Road West, Area 744 Square feet, Annual Crown Rent

Lot 8.- No. 311, Queen's Road West, Area 44 Square feet, Annual Crown Rent Lot 9.—No. 309 Queen's Road West, Area

Lot to.-No. 307, Queen's Road West, Area 744 Squre, feet, Annual Crown Rent Lot 11.—No. 305, Queen's West, Area 744.
Square feet, Annual Crown Rent \$5.82.

744 Square feet, Annual Crown Rent

Lot 12.-No. 303, Queen's Road West Area 744 Square feet, Annual Crown Rent Lot 13:-No. 301, Queen's Road West, Area 744 Square feet, Annual Crown Rent.

Lot 14.-No. 299, Queen's Road West, Area 783 Square feet, Annual Crown Rent The above 14 LOTS forming the whole of

INLAND LOT No. 1,273 are held from the Crown for the residue of a term of 999 years. Lot 15.—No. 173, Praya West, Area 7701 Square feet, Annual Crown Rent \$6.14. Lot 16.—No. 174, Praya West, Area 738, Square feet, Annual Crown Rent \$5.87.

Lot 17 .- No. 175, Praya West, Area 734 Square feet, Annual Crown Rent \$5.85. Lot 18.-No. 176, Praya West, Area. 7701 Square feet, Annual Crown Rent \$6.14.

from the Crown for the residue of a term of Lot 19.—No. 347, 349, 351, and 353 Queen's Road West, with a Basements Nos. 7 and 8, in a Lanc off Ki Ling Lane, Area 4,712 Square feet, Annual Crown Rent.

Lot 20.-Nos-341, 343, and 345, Queen's Road Basements Nos. 4, 5, and 6, in a Land off Ki. Ling Lane, Area 4390. Square feet. Annual Crown Rent \$35:37. Lot 21.-Nos. 335, 337, and 339 Queen's Road. West, and one House in the rear Un-

numbered and basements, Area 4,304 Square feet, Annual Crown Rent \$34.67. The last mentioned 3 Lots forming the whole of INLAND LOT No. 1,270 are held from the Crown for the residue of a term of 999 years. Lot 22.-No. 30, Cross Street, Wanchai, Area 646 Square feet, Annual Crown Rent

Lot 23.- No. 28, Cross Street, Area 602 Square feet, Annual Crown Rent \$9.12. Lot 24.—No. 26, Cross Street, Area 594 Square feet, Annual Crown Rent \$8.96. Lot 25. No. 24, Cross Street, Area 596 Square feef, Annual Crown Rent \$8.96. Lot 26.-No. 22, Cross Street, Area 606 Square

feet, Annual Crown Rent \$9.12

Lot 27.—No. 20, Cross Street, Area,600 Square feet Annual Crown Rent Suro Lot 28.—No. 18, Cross Street, Area 604 Square feet. Annual Crown Rent \$9:13 Lot 29.—No. 16, Cross Street, Area 636 Square feet, Annual Crown Rent \$0.60. Lot 30.—No. 13. Tal Wo Street, Area—830 Square feet, Annual Crown Rent \$12.61.

Lot 31,-No.-12, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76. Lot 32.—No. 11, Tai Wo Street Areit 840 Square feet, Annual Crown Rent \$1276. Lot 33.- No. 10, Tai Wo Street, Area 879 Square feet, Annual Crown Rent \$13.30. Lot 14.—No. 8. Stone Nullah Lane: Area 830 Square feet, Annual Crown Rent \$1261. Lot 351-No. 6. Stone Nullah Lane, Area, 840

Square feet, Annual Crown Rent \$12:76. Lot; 36.- No. 4, Stone Nullah Lane. Area 840 Square feet, Annual Grown Rent \$12.70 Lot 37. No. 2, Stone Nullah Lane, Area 880 Square feet, Annual Crown Rent \$13.37. The last mentioned 10 LOTS forming the syhole of INLAND LOT No. 430 ato held from the CROWN for the residue of a term of 999

Lot 38 Godown No. 43, Praya East Actual Arca 24,190 Square feet Tom 999 Mears, Annual Crown Reaf \$181.28 Lot-10.-No. 5, Li Yuen Street West, Area ot to -No. 7, LI Vien Street, West, Area 824 Square feet, Annual Crown Rent For further Particulars and Conditions of

Messys HUGHES & HOUGH Hongkong, 22nd July, 1890

HE Undersigned AGENTS bloke

· To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE, STEAM TO SHANGHAL

THE Company's Steamship

PPRINZ HEINRICH," Captain H. Supmer, will leave for the above place from No. 1 Kowloon Dock, TO-MORROW

the 27th instant, at Noon. Steam-launch "BREMA" will leave New Peddar's Wharf at II A.M., to convey Passengers on board the Steamer. For further Particulars, apply to MELCHERS & Co.,

Hongkong, 26th July, 1899.

CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA. THE Company's Steamship

"KWEIYANG, Captain Onterbridge, will be despatched as above on FRIDAY, the 28th instant, at

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

" HAIMUN.' Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 29th instant, For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 26th July, 1899.

SHEWAN TOMES & CO'S. "NEW YORK LINE. FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship "YANGTSZE,

H. Allen, Commander, will be despached for at 6 P.M., instead of as previously advertised. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 26th July, 1899.

CHINA NAVIGATION COMPANY,

LIMITED. FOR TIENTSIN. THE Company's Steamship

"NANCHANG. Captain Finlayson, will be despatched as above on MONDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1899.

FOR LOADEN VIX SUED VRNXY... THE Company's Steamship

Captain Goodwin, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1899.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"LIGHTNING,"

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

at once. Cargo remaining on board after the 29th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown

Co., Limited Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY, of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected.... Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th July, 1899

For Sale. NOW READY.

HONGKONG RACES, 1899.

THE HONGKONG TELEGRAPH'S

ACCOUNT OF THE 1899 RACE MEETING with TAUULATED STATEMENTS of PLACE

and Unplaced Ponies, Jockeys and OWNERS.

PRICE 50 CENTS. Only a limited Number printed Send Orders carry to: The Manager,

"HONGKONG TELEGRAPH" OFFICE, 50, Queen's Road Central. Hongkong, 6th March, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN IS CONVENT, CAINE ROAD, begg most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support; and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK A Line 18 17

and Collars renewed on old ones.

Materials can be supplied, if required The Superioress will also be most grateful for any Paper, or old Envelopes to be made into Books for the Children of the Poor Schools. who are taught by the Sisters. Hougkong 22nd April 1802

Untimation.

Charles and the WATSON & Co LIMITED.

IMPORTERS OF HIGH-CLASS

SHERR

B.—Superior Pale Dry, dinner wine. Green Scal Capsule - - -C.—Manzanilla,

White NATURAL SHERRY, Capsule , - :-CC.—Superior Old Dry, PALE NATURAL SHERRY, Red

Seal Capsule - -D. VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule - - - 14.40

E.-Extra Superior Old PALE DRY, very finest quality, Black Seal Capsule (Old) Bottled) -

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. Dand E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate 'wholesale rates. "

Spirits to be genuine when bought promise. Nobody dreamed of war, consequent that he will long live to be a credit to the the above Port, on MONDAY, the 31st instant, direct from us in the Colony or from our authorised Agents at the Coast longer.

> A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

On 7th instant, at H.B.M.'s Consulate, Nagasaki, the wife of JOHN B. RENTIERS, H.B.M.'s Consular Service, Japan, of a daughter. On July 11th, at Yokohama, the wife of W.

K. Wilson, of a son. At Kiahsing, on the 14th of July, the wife of R. P. HANSEN, I. M. Customs, of a daughter. On the 26th July, at the Government Civil Hospital, the wife of J. M. ATKINSON, M.B., MARRIAGES.

On the 6th instant, at the Roman Catholic Cathedral, Nagasaki, JEAN JULIEN STROT, to ANNA LOUISE, the eldest daughter of E.

On Wednesday, July 12th, at Trinity Church. Tsukiji, Tokio, Miss EMILY VERBECK, daughter of the late Rev. Guido F. Verbeck, to HENRY T. TERRY, Esq., of the Imperial University.

At Nagasaki, on the 7th inst., WILLIAM HENRY DEVINE, aged 64 years. At Nagasaki, on the 8th inst., FRANCOIS JEAN BAPTISTE EDOUARD BALMES, aged 51 years. On the 10th instant, at Zurich, Switzerland, Mr. C. BRENNWALD, of the firm of Siber. Brennwald & Co.

At Shanghai, on the 16th of July, HANS Andreas Thorkelsen (Norwegian subject), former Light-ship mate at Taku. At the Shanghai Brewery, Markham Road,

on the 16th instant, HENRY DOWELL PATCH, aged 44 years.

The Hongkong Gelegraph

HONOKONG, WEDNESDAY, JULY 26, 1899.

NOTES AND COMMENTS.

THE ALASKAN BOUNDARY DISPUTE.

The Alaskan Boundary Dispute, to which the Reuter's telegram that we publish to-day refers, is one of a peculiar nature and would certainly never have arisen had it not been deposits of the Yukon district, otherwise way from Tsin-tao to Tsinan-fu, some 23 known as the Klondyke. The point in dis. Japanese ri. pute is as to the situation of the boundary between the Dominion of Canada and the United States territory of Alaska. A glance at the map of North America will show that Alaska is situated at the extreme northwestern corner of the North American continent and is divided from Canada by a line drawn from Demarcation Point, on the Arctic Ocean, through the 141st meridian to Mt. St. Elias, in the Yukatat Range, near the Pacific coast, from where the boundary branches off in a south easterly direction and follows the contour of the coast line to a little beyond the 55th parallel, thus giving Miaska a long strip of the coast-line, of THE RIVAL CLAIMS,

Alaska formerly belonged to Russia and in 1825, an Anglo-Russian treaty was drawn up defining the boundary line between Alaska and British North America. In 1867 the United States purchased Alaska from Russia, and from that date until the discovery of gold on the Yukon there has been no quesit is found that, if the American boundaryis taken as the correct one, a difficulty arises as to the approaches to goldfields lying in of NEEDLE WORK. 160. It is supposed that the Gentlemen's Shirts made to order, and Cuffs. British territory, the most convenient and crime was committed out of jealousy.

shortest routes being closed on account of their seaward) termini lying in American
THE NEW TREATIES.

Towns, July 17th.

Towns, Jul Ladies and Children's Under-clothing Chil-their seaward termini lying in American dien's Dresses, and all kinds of Embroidery, territory. The Anglo-Russian treaty, of In the treaty the word ocean appears and Palace and offereducing atulations for the [493] the dispute is based upon the meaning to occasion.

be attached to It. The Canadians contend that "ocean" means the high seas withoutthe fringe of islands bordering the coast, while the Americans contend that it includes the land-locked waters within the islands. As may be judged by the tone of Sir WILFRED LAURIER'S speech, feeling Canada and the States has run high on the matter, and it is to be hoped that a satisfactory solution of the question may be arrived at without the trouble of referring the matter to arbitration,

TELEGRAMS

(By Telegraph.).

Special to the " Hongkong Telegraph." A SECRET TREATY.

Tientsin, July 20th. 'It is stated that a secret, treaty has been made between the Japanese and Chinese Governments and that the document has been signed, scaled and delivered. It may be that this is a spoke in the wheel Russia.

A GRAND REVIEW.

Tientsin, 21st July. Ten thousand. Chinese troops were reviewed at Shanhaikwan yesterday by Chinese officers and the forts were inspected.

REUTER'S TELEGRAMS.

[These telegrams have been greatly delayed in

transmission, having been forwarded by post

THE TRANSVAAL QUESTION.

from Swatow. -Ed., H. K. T.]

LONDON, July 24th. The Times Correspondent at Pretoria says the Uitlanders have been given to understand; that the Imperial Government will not abate Sir Alfred Milner's demands. The real crisis therefore is believed to be within measureable

CANADA AND THE UNITED STATES. - In the Dominion House of Common Sir Wilfred Laurier, referring to the Alaska dispute, We only guarantee our Wines and | said that the United States refused to comly arbitration alone remained and he hoped the Canadians would remain patient a few months

[From Japanese Papers.]

AGENTS AND THE NEW PATENT

Tokyo, July 14th. According to the new Patent, Trade Marks and Designs Law, those who are now practising as patent agents, with the exception of those having special qualifications for the profession, will have to be approved by the Examination Committee. The Committee held a meeting to-day to consider the applications of candidates, when nine were declared to be qualified, Mr. Herman Keswell, a German, and Mr. W. Silver Hall an Englishman, will be registered as Patent Agents.

THE CINCIPPINER VECETION PARE TOKYO, July 14th.

All the Government departments have now exception of the Foreign Office, where all the officials are hard at work in connection with the preparations for the operation of the new

PRINCE HENRY.

Girv, July izth. Prince Henry has abandoned his intention of visiting Gifu to see the commonnt fishing. The Gifu Kencho has arranged to present the Prince with some photos of the scene of the fishing with a written explanation.

DAMAGE BY FLOODS.

Tokyo, July 13th.: Mr. Tanaka, an expert in the Agricultural and Commercial Department, who was sent to report on the damage caused by the recent floods in Tokushima prefecture, has telegraphed that the crop of indigo, the staple product of the prefecture, is estimated to have been reduced by one half, and that some damage has been done to other crops.

ERUPTION OF MOUNT ASAMA.

TOKYO, July 12th. A telegram: from Nagano yesterday states that a serious eruption took place at night on Mount Asama (a noted volcano in Shinano province, near Karuizawa), but no damage was

THE GERMAN RAILWAY IN SHANTUNG.

Tokyo, July 15th. The German Railway, Company at Tsin-tao, Shantung Province, is advertising at Tientsin for the discovery of the immense gold for tenders for the work of constructing the fail-

> A NEW PRIVY COUNCILLOR. Viscount Shinagawa, the leader of the late

e a Privy Councillor. THE KOBE WATERWORKS LOAN. TOKYO, July 15th. The interest on the Kobe Waterworks loan,

he raising of which was undertaken by Mr.

Morse, the manager of the American Trading

Company at Yokohama, is 6 per cent per

annum. The loan is to be redeemed within 46 TO BRING HOME A NEW CRUISER! Tokyo, July 15th. The officers commissioned to bring home the

kura-maru from Yokohama to-day. TRAGEDY AT YOKOHAMA..:

cruiser Iwate left for England by the Kama-

ARREST OF AN AMERICAN. TORYO, July 17th. About 8 a.m. to-day a Japanes woman, Tilson Ward, aged 22, were found murdered take the required measures. an American named Robert Miller, who was

THE NEW TREATIES.

SHIMONOSEKI, July 19th. The ceremony to celebrate the operation of the new. Treaties and the opening of Shimonoseki to foreign trade was given in the Higher Elementary School here to-day. There were present over 700 gentlemen, among them Governor Furusawa and other high officials of the prefecture. Subsequently a garden party was

Business will be suspended in the city to-day and to-morrow, and the city will be en fete, All the vessels in the harbour were dressed with flags, and the national flags were displayed applie houses of foreigners.

The occasion was also celebrated it Hiro. shima, Mitajiri, Tau, Fukui, Toyama, Kanazawa, Shiznoka, Aomori and other places-1'

RAILWAY ACCIDENTS.

TWO FATALITIES. . Tokyo, July 17th. A telegram from the Governor of Niigata to the Home Department states that at 4 p.m. on the 16th inst., a train on the Hokuelsu Railway overturned at Takegahaya, near the Kakizaki Station. Two persons were killed instantly

and 20 others seriously injured. NARA, July 17th. At 8 o'clock this morning the locometive of a train on the Kwansai Railway was derailed at the Daibutsu Station and the traffic had to be suspended. Traffic was not resumed till 4 p.m.

NAGANO, July 17th. A goods train was derailed between Arai and Sekiyama on the Government line to Naoyetsu, and the rails are bent.

WEATHER REPORT.

The Observatory report says:

On the 26th at 11,50 a.m. The barometer has risen moderately on the China coast, fallen slightly in the extreme North. Pressure is low over E. Japan and the N. part of the Sea of Japan, normal in S. China and highest in the Pacific near the Loochoos. Gradients' gentle on the China coast. FORECAST:-Variable winds, light; fair at first, probably thunder showers later.

LOCAL AND GENERAL.

A FOREIGNER died on the 16th inst, of hea apoplexy in a sailor's boarding-house off the Woosung Road, Shanghai.

WE must congratulate our worthy PaM. O upon the arrival of a son and heir. We trust house of Atkinson.

THE Un 'Loong Murder Case was adjourned this morning until to 30 a.m. to-morrow, owing to the indisposition of Mr. J.J. Francis, Q.C., the counsel for the defence.

THE China Gazette understands that the French authorities at Kwan-chow-wan and Mon-kay are enlisting the Chinese for service in the Chinese military force they are about to raise there, similar to the British at Weihaiwei.

WE hear that a lamp got upset on the tram the other night and occasioned considerable alarm by the blaze it made. The situation was saved by the pluck of one of the R.W.F. men who extinguished the fire at the expense of his trowsers. He will have to pay for a new pair as a memento of his presence of mind resirtue is its own menantal and and

SANITARY Inspector Fisher brought seven Chinamen before His Worship this morning, for neglect of complying with the ordinance. referring to whitewashing. Five were fined Sto. One, who said that he had whitewashed his buildings in April last, was remanded for further evidence, while the seventh pleaded he was not the owner and the case was adjourned

A CHINAMAN, in the enploy of the Dairy Farm as shroff, was this morning at the Magistracy sentenced to eighteen months' hard labour for obtaining money by means of bills and cheques to the amount of \$17.30, knowing the same to be forgeries. Prisoner, who was brought back from Macao on an extradition warrant by Inspector Sullivan, pleaded guilty to the charge.

LAST night a very enjoyable concert was given at the Kowloon Institute by the pupils of the Belilios Public School and Queen's College. There was a good attendance, and the nudience was an appreciative one. Of the vocalists Misses Parker and Chun Yut and Messrs. C. and M. D. Silas, C. Hayward and Sheffield deserve particulars praise, the remainder contributing a full share towards the enjoyment of the evening. Miss King accompanied most of

VICEROY Chang Chih-tung has recently made a further change from the old lines of conservatism by now sending his important dispatches to Peking by steamer, under the care of special messengers, instead of mounting these men and sending them overland as has been the custom for twenty centuries in Clina and is still among the other high officials of the Empire. H.E. Chang, is thus able to gain National Union Party, has been appointed to fortnight or so by this new departure. Doubtless H.E.'s example will be followed by other Viceroya and Governors-in-time, when they can do so safely without being stigmatised as Reformers" by Peking bigots.

This morning at the Magistracy three China men were summonsed by the Sanitary Board, as owners of houses not in a habitable condition, constituting a nuisance and being a danger to health. Dr. Glarke gave evidence of the in the other two houses they were absolutely. unfit for human habitation. In the case of one. house the owners architect had said that the building was not fit. His worship said it was a very strong measure to take to pronnamed Tono-oka Suye, the keeper of a par- jounce them unfit for habitation and that be liouse at No. 133, a girl named Suzuki Aki, a would adjourn the summonses until hoon next tion as to the boundary line. Now, however, maid in the house, and an American named is saturday, to enable the owners further time to

Cases reported to 25th instant 1,298 2

THE MANNING OF THE NAVY

Last night a lecture on the above subject was delivered at the Peak Hotel, by Captain Anderson, There was a large and appreciative audience present, amonst whom were the Hon T. H. Whitchead, Hon. H. E. Pollock, Mr. J. Francis, Q.C., and several ladies. Captain Hastings, B.N. Took the chair and, in introducing the lecture said

Ladies and Gentlemen, -Many of you doubtless remember the refrain of a music-hall song opular some years ago:

Ne don't want to fight but by Jingo if we they decreased by about 10,000. In 1851, there popular some years ago:-

We've got the ships, we've get the inen, and

we've got the money too." Whether the first in that list, the ships, existed in adequate numbers when the song was written, or even now, is open to grave doubt. The first and the last however, ships and money, without men are useless, and their possession only an incentive to the plunderer. The Navy League, in pursuance of its self imposed task, has for the past two years been vigorously pressing on the notice of the Gov-

ernment that want of men for our war fleet. It is on this vital question that Capt. Anderson has kindly consented to give us an address. this evening.

Captain Anderson said:-

efficient manning of the British Mercantile scum, and refuse, of our cities and slums, that deputation by Mr. Ritchie, and Mr. Goschen, tramps, who are obliged to take what they can and to endeavour to enlist your sympathies with get or go without the efforts that are being made to provide a remedy for the existing state of affairs, which other bodies, would encourage the movement. have now reached an acute stage and constitutes with financial aid, and it was proposed that the a serious danger to the continued prosperity of boys should pass from these school ships to

We desire to approach the subject free from training on board merchant, ships, the Governall bias, looking only at actual facis, and having | should make payment to the shipowners in no other object in view than the preservation | respect of apprentices trained and victualled by to our country of the command of the sea, them. This is the proposal which the Presidwhich is necessary to ensure our continuance. ent of the Board of Trade declined to submit as a nation. Recent events have shown us that to the consideration of the House of Commons. we have no friends in Europe, and that our safety alone lies in our strength, especially on to whom he had granted audience, that "the the sear Is it not then right, and patriotic, deputation was not of a very representative that we colonists should do all that lies in our power to aid and assist in this preservation of Navy, or the mercantile marine," and altogether the command of the sea to our mother country, gave them the rough side of his tougue; getting even if we only look at the matter from the somewhat roughly handled himself in return. sordid point of self-interest?

Navy League. "Our Colonies" can no longer | ment intimated to the League that they need be considered safe from raids by reason of not enter into the question of cost. distance, and if their inhabitants are not dependent as we in the United Kingdom are their scheme as the acme of perfection and upon the sea for bread, yet to them also, is the were quite prepared to have it criticized, and command of the sea of deep and vital moment." amended, and the case as put forward by them ... The Navy League desires to ufge upon all subjects of Her Majesty, at home and abroad, that the distant parts of the Empire are interested equally with the United Kingdom, in the

preservation of the command of the Sea. Now in the war time "me must have a Navy capable of protecting our interests in the face of any combination that can be brought against us" and we must have a sufficiency of Britishborn seamen to man our merchant ships that carry our food supplies; otherwise our vast fleet of merchant ships are of no use to us.

It is also necessary to linve a reserve and a

nursery of young seamen, upon which the lake such measures as will ensure complete Royal Navy can draw-to fill up gaps, and this is the reason which has induced the Navy League to draw up a scheme for training British numbers, and nationality, of foreign-born boys as sailors; for the League is convinced that no nation can keep a large, powerful and efficient Navy without the backing of a strong and efficient mercantile marine, and for this reason the hostile attitude of Mr. Ritchie, the with foreign tonnings in British waters, repre-Goschen, the First Lord of the Admiralty, to British shipping from the British Government," the deputation of the Navy League, which as is stated in the Shipping World of May recently waited upon them to explain the views of the League, a printed resume of which had previously been laid before these gentlemen, some difficulty, as he hardly, knew when the after a correspondence extending over eighteen | deputation first approached him, whether it months, is to be very greatly deplored. There was intended to make representation from a must be a reason in the background which haval or a mercantile marine point of view. we do not know of, something probably Now, the Navy league had been 18 months. connected with party tactics, which should not corresponding with the Board or Trade about be allowed to endanger the safety of the Empire. a scheme to enroll and train boy seamen and The two gentlemen concerned are of tran- | had furnished Mr. Ritchie with a printed

and public force their attention upon these mastered every detail of it, but of course he had, matters, and insist on something being done. to give way to party considerations, and this The dearth of British seamen and the fact with all respect to Mr. Ritchie, who perhaps that their ranks will have to be depleted in has done more to put matters right than any of war time, by taking away their finest specimens! his predecessors in office.

duty of the Government to take up these the difficulty, and that the best way of inducing exclusively with Britishers them to do this, is to agitate, place all the facts public, insist on some remedy being found. "It is better for the nation to be made aware ? of serious dangers in time of peace, even at the risk of informing foreign Governments, too much about our necessities and weak points, dicipline, and are satisfied with interior food than it is to allow them to discover these, weak and accomodation. money will be wanted.

as a matter of certainty, we would then have that has built up our Empire, and has been the about thirty five thousand Dritish born scamen Imminstay in all our great unval battlebe. to man our 13,000,000 tons of merchant ship! Now as to the reasons for the dearth of British has not yet been satisfactorily settled, but in decline in the entry of boy soilors, since the any case it will never do to take them into the passing of an Act in 1853; removing all restrict condition of the houses and how in the case of | calculation, for every effort, would be made to | tions as regards the number, nationality, and | calculation of their services. Now no other nationality and | calculation be employed in British tion could deprive us of pur own gallant true, ships, so that now even the masters of these blues if we had enough of them, and the word ships, and the pilots, in British waters, may went forth that they were wanted by their be foreigners! Up to the Year 1853, if what country. Proper treatment being insured to wanted to adopt a sentating life he had no them, and a pension. That is the situation in difficultie in doing so, as every ship was bound. a nutshell, unincumbered by ponderous status, to carry a certain number of apprentices; and tics, the tew figures I have given can be under; it was worth the owners while to look after a stood by all of you without any great mental his youngsters and have them taught their effort, and I venture to think you will all admit business; and apprentices in their third year that, they present a very serious problem for twee were generally the thest men in the cier solution: To-show how we stand as to our life, flie founers interests. Spipowners used Naval Reserve, I will ask you to listen to the to arrue a that to be able to compete with the following statement; taken from the Navyil world thoulabour market of the world had to

Now I hardly think that any one in this co lony will argue that such a reserve is sufficient for a Navy such as ours and the measure of our requirements, is ingt the requirements of the Chancellor of the Exchanges but the scale

of preparition of other muritime Powers It is now admitted that for our Naval Reserve we must rely on the mercaptile marine; and owing to the employment of apprentices being discontinued, we find that British scamen are not being produced to replace those who die out, with the result, that British seamen were about 6,000 foreigners and Lascars employed in British ships, in 1897, there were

over 65,000 of them employed. The Navy League, after about eighteen months correspondence with the Government departments concerned, and many of the county Councils, produced a scheme for the enrolment and training of Boy/seamen and the views of the Langue with regard to the scheme may be found fully set forth in the Vinetcentle Century for January of this year. The proposal put before Mr. Ritchie was of an educational character. It was suggested that. training ships; the equivalent of local technical schools, should be planted around our coasts, where British boys could be thught seamanship and the rudinients of their business, and Ladies and Gentlemen,-I have been asked so become qualified to take their place in our to lay before you, on behalf of the Navy League, | merchant ships as real British seamen, and the facts as to their scheme for the more supplient the inferior class of landsmen, the Marine, and the reception of the Navy League | crimps and others put forward for service in the It was intimated that County Councils and

regular employment, and that during the actual Mr. Ritchic told the Navy League deputation, character, either from the point of view of the Full reports of the interview are to be found in To quote from a recent leaflet issued by the the home papers. Be it noted that Govern-

> Now the Navy League never put forward was entitled to serious consideration, seeing that it was the result of some eighteen months? correspondence between themselves and the Government and that they had no other object in view than the good of the Empire.

> The shipowners had not asked for doles or subsidies, expensive Board of Trade advice or even special legislition, the petition of the Shipping Federation, Limited, a body representing 75% of our 13,000,000 tons of shipping, to the House of Commons sets forth, that British. shipowners only, Humbly pray your Honourable House to

order, the publication of returns stating the scamen who are resident, or settled, in this country and who, are available for seal service in the same way as are British subjects." Equality of opportunity and conditions,

equality of Trade in British waters, also to

Mr. Ritchie stated that he had been in cendant ability, and their conduct in this matter, presume of their views previous to his receiving is therefore simply incomprehensible Lord, the deputation, so that we see his attitude was Charles Beresford's comment is that the atti- simply intended to bluff the deputation. It tude of authority always has been to ignore would be an insult to his intelligence to say great questions such as these, till the Press that he had not studied this question and

for the Royal Navy, constitute in Lord 2 Let us glance at what the Navy League and Charles Deresford's opinion, a serious danger | their supporters consider the principal points to the matitime interest of this country; and liequising attention so as to put the mercantile the problems of the food supply and the freight marine in a better footing;

of raw material and other merchandise are The entry, employment, and care of boy very much hampered by the danger Lord seamen. Charles is distinctly of opinion that it is the landucement to ship owners to employ. Royal Naval Reserve men in preference to questions and endeavour to find a solution of loreigners, and others, and to man their ships.

- Old age pensions. before the public, and persist in advertising let has been suggested that the increased our dangerous position, until the Press and the comployment of foreigners is due to the following causes. Because shipowners prefer foreigners as they are content with lower rates of pay."

decause foreigners are more amenable to

points in time of war, when it is too late to Enquiry has not confirmed those statements. apply a remedy." This is strong testimony British shipowners and shipmasters would be conting from such a source, and we have to only too glad to get British Seamen if they remember that when once wat is declared were available, for the food, quarters, and pay, Ministers will pour out money like water so that | are the same irrespective of nationality, but the better our state of preparedness, the less the British seaman vis not there. People talk vaguely, and say the Foreigner's are more The situation is this, We own u total of amenable and sober, that is so, they are more about thirteen million tons of merchant, ship amenable, and more sober, than the trash who ping, which in 1897, required to man the vessels he to be found round shipping offices calling a total of 396,265 men, the colonial share of themselves seamen but who are only landsmen. which was 84,445 ment. If wat broke out, the land failures at that, and not for a moment to First class Naval Reserve would be called out be compared with our old time scamen, a race

ping! How far we can depend on foreigners, seamen. The principal cause is due to the Collowing Statement taken from the Navy world thoulabour market of the world had to be open to them, sind in peace time this is in Qualified seamen ast class (old a sense true, dut in war time the labour market system).

Scamen 2nd class (old system) 77 300 we have to fall be a one for kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a one kith and kin we have to fall be a control of patriolism is no very seamen.

Figures 3500 control of patriolism is no convergence in the earrying of apprentices is no convergence.

Royal Marines 5000 pulsory Labouranaging own trols on its suck line of standard will all your that it is not his dury of the first of the dury.

Stroigly 980 500 control of the market will all your that it is not his dury of the first of the dury.

Reserve, boys cost as much to feed as men. and do less work. His business is in earn dividends for his shareholders, and commission for himself." No doubt he is right in his contention, but it has been shown, that it is of national importance that shipowners should carry boys in their ships, so is to increase the supply of British seamen, and should employ British seamen, instead of foreigners and Lascars, so that we may have an ample supply: in reserve to meet our requirements in time of war. Now if shipowners will do this, they do it not because they are under any legalobligation to do so for the carrying, on of their buisness, but for reasons of state, and therefore the nation should make them reasonable compensation for the service rendered.

Since 1853, the sen service has fallen into disrepute with the labouring classes, as these is a stigma attaching to lads from the reformatory ships, and unless a lad commits a crime and gets sent to a reformatory ship, there is very little chance of his getting into the merchant service as a seaman. Again with a School Board education, young men can dobetter on shore than by going to sea before the mast, and in these days of universal knowledge, they will not put up with indifferent food and dog's holes to live in, in addition to all the other discomforts of a sailor's life in the modern tramp. A good scaman of standing and experience does not care to serve alongside of inexperienced tramps, loafers with hardly a word of English at their command. "The scarcity of British seamen is not due to the absence of improvements in their wages corresponding to the rise in wages for trades on shore;; for the wages of an able seaman have risen from about 45/- per month in 1850 to about 60/- and to per month at the present time." If there are no means for enabling lads to train and qualify as seamen, how can it be expected returns are instructive on this point. At the present time there are under 7,000 lads under training, where as in 1850 there were's mething like 36,000 apprentices under training. A large proportion of the 7,000 have paid considerable sums as premium to enable them to qualify as officers. I think I have said enough to show you that the blame for the scarcity of British seamen is not altogether due to the British

Unfortunately the Government have attempted to mix up the question of apprentices. with that of the light dues. The fact is that they have nothing to do with each other. The light dues were originarry granted to: defray the expenses and the election and maintenance of the lights on the coasts of the United Kingdom. Now, shipowners during the last: 45 years have paid as light dues about two million pounds sterling over and above the amount required to light the coasts, or about 104 per cent. in excess. The Royal Navy and yachts have paid nothing. This looks like class legislation with a vengennce. Seamen have also paid to Government under

the Act 7 and 8 Wm. 111. Cap, 112. Something like £410,000 sterling in the shape of six-pence , per month, deducted from their pay, for certain benefits which they never received, and not one penny of this has ever been returned to seamen' Again the Government derive considerable revenue from scamen, collected at the various' ports under various heads, which appears in the estimates as miscellaneous receipts, which money should in justice be used for the benefit of the sea service, but is not, so that all things considered, shipowners and scamen have a very good claim to liberal treatment at the hands of the Government.

Time and again, committees of the House of Commons have recommended, "that in future all expenses of lighthouses on the coasts of the United Kingdom should be defrayed out of the public revenue as is the practice in the United States, Germany, and some other European countries, but our government persists in holding on to this unjust source of revenue * against the most expert evidence, and it was simply sheer compulsion which gave us the Merchant Shipping Act of 1898, which is disfigured by an attempt to bribe the shipowners to carry apprentices by granting a per dues to such vessels as carry boys who are enrolled in the Naval Reserve. Yet Mr. Goschen stands up and says he can get all the boys he wants. No doubt he can, but he must pay for them. That process is known to all of us. Now the bulk of our patriotic shipowners are only too anxious to help the government, and the country, to get young seaman at a moderate rate. Witness the offer of Messrs. Elder Dempster and Company. But for over a century shipowners have felt, that they had ground for complaint, and were beingunjustly treated by Government. Had they put their foot down there is no doubt the light dues would have been swept away. Doubtless there were good reasons for holding their hands -but all the same, the light dues are doomed and the pill will not be gilded. What are we to think of Mr. Goschen's statement? The House was paying away public money and had to be made to think it was getting full value for it. That is to say the Apprentice. clause with its Light Dues rebate, which no intelligent shipowner wanted or wants, was carried through the House by deception-an immoral thing to do, and an audacious thing to boast of. I have quoted the words of the

Shipping World in this matter. The fact is that the light dues and the apprentice question have nothing to do with each other, and Government made a misteke in mixing them up, for which penance will have to be done later on, for nearly the whole country are against ministers on the points and little wonder, seeing that almost every other industry in the Kingdom is dependent on shipping directly or indirectly.

Now we come to the point that will do more than anything else-to-restore our mercantile Marine, and that is "old age or disablement pensions," If, training ships are established round our consis which will attract boys of respectable parentage and adequate physique to give these boys a proliminary technical education, such as is already supplied by the state for many shore-going occupations make ing proper arrangement for the entry of those boys in the increantile; marine, and if desired in the Royal Naval Reserve, we would in a few years have laid the foundation for a constant supply of respectable men who would remain in the profession and, having something to lose, would not transfer their services to other nations. It of course must be made worth the while of the British shipowner to employ these boys without compulsion or other undue Government interference with the ship owners business, and it must be admitted; that British shipowners, have shown some capacity for their business in face of grave discourage ment. The Navy League in their explanatory memorandum on their Scheme temark withat the key note of the Scheme from a financial and an educational point of view is "the provision of scholarships, tenuble upon training ships, by thee various country and county Borough Councils administering funds under the Technical Instruction Acts." Those who are interested will find the Navy League Schemer and full information, set forth in little Book published by the Navy Learne British Seatton, Boy Scomen Sand

myself in these remarks.

view of enlisting your sympathics with the efforts. that has made our Empire whit it le to day? It has been made by our ships and our sailors, should know. who alone can hold it for us it is it not then worth our straining every nerve to make these! men what they were in the folden time, the respected, and fenred, of the rest of the world. Let us have laws to ensure their proper treatment, to encourage their habits of thrift, and let us endeavour to make their lot, in any case a hard-one, as easy as circumstances will allow, and provide for these gallant men a pittance for their old age.

On the coast of China the need for white men as seamen has never been fell, as the Chinese make excellent deck hands, and very good firemen, but if me were at war we could not trust our ships to a crew, say of forty Chinese with say six European officers and engineers. More white men would be required and they would add largely to the expense, we have no Chinese sailors who claim British protection, if we had the question would be simplified considerably, but this shows us that if war was declared with any of the great powers, the question of seaman would affect us here, one way, or the other, The Indian ports could not supply all the

Luscars that would be wanted. At the present time we have one of the strongest Ministries that ever wielded power. They could settle the matter out, of hand in one session, and gain much credit by doing so, but they are trying all they know, to stave off discussion, and soon the matter will be taken out of their hands, for it will be forced on the constituencies and the cry will be injustice to that the supply will be kept up? The official our own kith and kin, and justice to our ilpowners, the backbone of our country.

Captain Hastings then rose and said:--In moving a hearty vote of thanks to Captain Anderson for his able and instructive address the greatest compliment we can pay him, think, is to tell him he has made us thoroughly uncomfortable-I know he has me. . Long ago, there was an old cry for "Free

Trade and Sailor's Rights. We have got "Free Trade" but what has become of the "Sailor's Rights?" or has their acquisition resulted in the extinction of the British mer-When we fought the world, our mercantile fleets were manned and officered by British scamen-the man-of-war's man and merchant

seaman were practically interchangeable-even landsmen were good enough at a pinch. Things are changed now, trained men-and trained men only can be utilised. • Continental nations have grasped this fact, all their merchant seamen are trained men, have served in their war fleets, and are liable to serve again, Inneanwhile earning a livelihood in the mercantile marine. Thus the Continental naval reserves are capable, of manning their entire war fleets twice and three times over.

We cannot man the whole of our war fleet even after calling out the Coast Guards and Naval Reserve, (were all the latter to be available instantly—which is impossible) stripping our coast in the hour of peril, and depriving our Merchant fleets of the small numbers of British seamen they now possess. What is to become of our trade? How is the food supply of Britain to be maintained?

Such, ladies and gentlemen, is the position the position the Navy League is endeavouring to get the nation to face while there is yet. time. We have got the ships, we have got the money but we have not got the men. strong man armed keepeth his house". as true to-day, after the Peace Conference at Hague, as when it was written a long time ago. A vote; of thanks to Captain Hastings was proposed by Mr. J. J. Francis and the meeting

A SHANGHAI DOG CASE.

Another dog case is said to be coming on at the Shanghai Police Court. A dog owner, centage based on the amount paid for lighter strolling out with his toy terrier, observed the glittering eye of a policeman fixed on the quadruped. On turning to see what had fascinated the officer's gaze, he discovered he had overlooked the muzzling regulation when starting out, and stood convicted on the spot with no defence to offer. He was promptly fined ten dollars-on the highway-and signed a chit for it; such is the summary way case: under the dog act are disposed of While paddling up to the court to redeem his chi he revolved the matter in his mind, and apart from the repugnance of handing out the cash could not help feeling a bit annoyed at having been fined ten dollars without the option, on the kerbstone, and paid up when reaching the station under protest. It is said the legality of being fined by the policeman on the street is to be tested in the court.

A SHANGHAI INQUEST.

Thus the N. C. Daily News on the subject of the inquest held upon the body of Mr. Some comment is obviously needed on the

inquest on the body of William Charles Percival Spong, a report of which appeared in our issue of Saturday. The verdict given was "Found Drowned," but actually no evidence that the man had been drowned was produced. or even asked for. The jury hardly deserve blame in the matter, for, though they might have displayed a somewhat more enquiring spirit as to the circumstances under which Spong came to his end, it was natural for them to accept the leading of the Coroner and the medical witness and to ignore the unsatisfactory nature of the evidence tendered. It is the function of the Coroner in his summing-up to weigh the evidence before the Court, in order to guide the Jury in their decision, and had he done so in this case he would have shown that the only yerdict possible according to the evidence that had been put in was "Found Dead" and not Found Drowned: The medical witness testified that he had examined the body and saw no marks of violence. No bones were proken. At was his opinion that deceased met his death by drowning. If a private practitioner, summoned as an expert witness, chooses to stake his professional reputation in open Court by giving an opinion that a man whose body in found in the water died from drowning. when no post-mortens examination has been

made to see if the internal signs of drowning. are present or whether there are any indications of some other cause of death, it is the duty of the Coroner to expose his error Had the Coroner been as medical man, he would, we feel inssured, not have suffered the, statement to pass without asking the medical witness to state his grounds for his opinion! "Had this been done, the absence of evidence that death was due to drawning would ing, to use nor stronger term, that a lawyer

Light Dues of which I have hingely availed digna of external injury wind post-nivelene examination is needed to establish the fact that circumstances under which the body got into that are being made for the regeneration of the line water are unknown, a post-morten examin-British seaman, Let. mo ask you, who it is ation is not merely ilesirable, it is imperative, as every medical witness and every coroner

NEW TELEGRAPH LINES.

city of Chengte, North Chihli, and Chenyang, line was ready for transmitting telegrams on the 15th instant. It will be remembered that the city and district of Chaoyang rebelled against the constituted authorities both in 1890, and in 1893, prior to the war with Japan, both | raised, and Admiral Tsuboi doubts whether insurrections being crushed by the notorious | they are worth the cost of maintenance as a from Yashan and Pingyang, Corea, upon the | coasts, and their restoration might be productive approach of the Japanese, and who died in of much better results than can be anticipated freely averred, by orders of the Empress | stated by some of our vernacular contempor-Dowager. The same paper also states that a | aries. new telegraph line has been constructed between the provincial capital of Kiangsi (Nanch'ang) and the city of Kiench'ang in the same province, this line being also opened for transmission of telegrams on the 15th instant.

JAPANESE JOTTINGS.

From Our Exchanges

Destructive Storm.

The effect of the recent storm in Ritamuro gun. Miye Ken, was very disastrous. hundred and sixty houses were flooded, and twelve washed away. Five houses were destroyed by a landslide, and forty-eight persons

Mine Accident.

In the Kokura Coal mine, owned by the Tikuho Coal Mine Co., whilst a train of coal trucks were being pulled out from the mine, the other morning, the chain gave way. Seven trucks tumbled over and four men were killed and two-wounded.

It is reported that a Chinese steamship com pany owning ocean steamers has offered to charter from the Nippon Yusen Kaisha a numof the latter company's steamers, which are to be officered and manned by Japanese.

Gunpowder Explosion.

An explosion of gunpowder occurred at No. 4 factory of the Itabashi Gunpowder Factory at 11.30 a.m. the 10th instant. Luckily all the labourers except one were away at their lunch at the time. The man who was left was injured badly in his limbs. He was conveyed to the Military Hospital at Kojimachi but is not expected to survive. The cause of the explosion is not known.

Drowning Fatality.

A Yamaguchi telegram to the Osaka Asahi reports that Mr. Horiye Kaichi, village chief of Hirose Mura, Kuga Gori, Yamaguchi Ken, was drowned while travelling down the Hirosegawa a few days ago. Unfortunately the boat ran against a rock in the river and was broken to pieces. Mr. Horive was drowned and eight others are missing

Prince Henry.

Prince Henry returned to Kobe from Kioto shortly after 6 o'clock on the evening of the 15th and at once proceeded on board the Deutschland. His arrival was made an excuse for a capital display of fireworks by the apanese. His Imperial Highness dined at the German Club the same evening.

A New Railway.

The new railway between Kaibara and Fukuchiyama, a distance of fifteen miles and sixty eight cliains, which has been built by the Hanksku Railway Co., was inspected by the government engineer, Mr. Tsuji, of the Rail Road Bureau on the 10th inst. Everything was found satisfactory, and the line was to be opened for passenger traffic on the 15th inst. There are six siations on the line: Knibara. Ishina, Kuroi, Ichijima, Takeda and Fukuchi.

John Kelly Released.

News has been received at Nagasaki of the release of John Kelly, who was sentenced to the police may detain him until instructions seven years' imprisonment at that port-last July have been received from the Public Procurafor wilful murder. Kelly was undergoing his tors. sentence in the U.S. Consular Gaol at Yokohama, but on the cessation of extraterritoriality, the U.S. Consul-General desired the Japanese, of a serious nature. authorities to take possession of the prisoner. This they refused to do, and the matter was then referred to the U.S. Minister at Tokyo, who decided that the U.S. Government had no jurisdiction over the prisoner, who was then

Serious Accident in Kioto.

The other morning a workman named Tamamura Yenkichi, employed in the Yokkaich Printing Co.'s Branch office in Terminachi Kioto, whilst making a fire, took a dipperful o coal oil from a large oil tank and poured it on the charcoal. The dipper caught fire, and the man not noticing this put it back into the tank. In a few seconds the tank was ablaze. The other men in the place tried to overcome the flames which encircled them but when the fire was extinguished, by the assistance of polcemen, was found that all were hadly burned. The injured men are nine in number, and three to them, it is feared may not live, whilst four other will not recover for a long time.

New Ports to be Opened.

The Government has decided to open the following ports to foreign trade, in addition to those already existing .- Shimizu Suruga Province Taketoyo, Owart Province : Yokkaichi, Ise Province; Moji, Buzen Province; Hakata, Chikuzen Province; Karatsu and Kuchinoisu, Hizen Province; Misumi, Higo Prowibce Izugahara, Sasuna, and Shishimi. Tsushima Island; Shimonoseki, Nagato Province: Nawa, Luchu-Islands; Hamada, from Saigon, reports :-- Light Southerly to S.W. Iwami, Province : Sakai, Hoki Province Miyazu, Tango Province: Tsuruga and Fushiki. Echizen Province; Nabao, Noto Province; Otaru, Muroran, and Kushiro, in the Hokkaido.

Nagasaki's Water Supply.

The Nagasaki waterworks were originally designed to supply water to some 60,000 people. have been at once ald bare. And it is astonish-the population of the town at the time of the moon, from Shanghai, reports - Left Shanghai, construction of the present reservoir. The re- on the 19th July, arrived in port on the 25th. invested with the functions of a Commer should | servoir is now found insufficient to meet the ie so misled by the medical witness, uninten- | demands of the increased population of the honally of course as to allow his statement to town, which is now estimated by upwards of Wind veeting from Hast to West, through passe without furstion or comment. We are 100,000. In view of this the Monicipal au North Barometer lowest reading 28.85, raising no line view of the passenger of the steamship for this purpose being estimated at from Swatow, reports Foothow to Amo

1,400,000 you. Application has been made to the Central Covernment for a subsidy and it And now Ladies and Gentlemen with the death was due to drowning. But where the ja now stated that the Home Department is inclined to grant 500,000 yen towards the extent smooth sea, and clear to Pedro Blanco, and sion. Mr. Teradar Secretary to the focal Klancho, has left for Tokyo to consult with the Government on the matter.

> The Ships Taken From China. There is some talk of Japan's returning to Ohina the shins taken from the latter in the The: Universal Gazelle states, that the tray of 1894-5; Admiral Tsuboi is said to be Peiyang high authorities have established a the author of the idea. It is not all emotional: military telegraph line between the prefectural there is also a strongly practical element. The Admiral recognises the fact that a squadron in on the Childi-Manchurian borders, and that the | action has to "level down" to something like the capacity of its weakest units. The battleship Chinyen and the six gunboats captured from China are vessels far below the standard to which the Japanese fleet has now been bloodthirsty but cowardly General Yeh Chih- part of that fleet. On the other hand, they chao, who was imprisoned in Peking and | would certainly be of great use to China in the sentenced to death in 1894 for running away present comparatively defenceless state of her prison last winter, poisoned, so it has been from their retention. That is the case as

The Bank of Japan and the New

Some surprise has been caused by the news that the Bank of Japan has purchased three million yen worth of the stock of the new loan. It is not unnaturally argued that if the Bank of Japan is going to buy up these bonds, there was no necessity to float the loan in London: it might as well have been placed on the home market. But a little consideration will make matter plain. The Bank is doubtless purchasing on the Government's accountnot three million yen but eighteen hundreft thousand—and the purchase is not an investment; but a mere matter of financial convenience. Evidently if the Treasury has funds lying idle-probably in London-it can make a profit by a temporary investment in the loanbonds, first because it saves the interest which would otherwise be payable, and secondly because it will probably be able to sell the bondsby and by at a higher figure than they now command. From that point of view the transaction is quite intelligible.

The New Treaties.

WHEN THE TAXES TAKE EFFECT. It has been decided to levy the local, city, lown or village taxes on foreigners from September next, and an instruction to that effect has been issued by the Financial Department to the Kencho and other local offices.

A Liberal Spirit Shown.

It is stated that the Ministers of State are giving private instructions to the Government officials under their respective jurisdiction, to the effect that foreigners shall be dealt with for the present by the authorities in the most liberal manner and also that any offence commited by a foreigner shall not be punished unless it is of a serious nature.

Celebrating the New Era

In response to invitations issued by Mayor Narutaki a large number of foreign residents and Japanese-officials and leading business' men of Kobe-went out for a cruise in the bay on the 17th on board the N. Y. K. steamer Omi Maru, which was beautifully decorated for the occasion. The steamer left the Pier shortly after 2 o'clock and returned in the evening. A severe thunderstorm came on before the excursionists returned, but it passed over before the thise came for the guests to disembark.

Police Instructed.

A Japanese paper states that Mr. Kiyoura, Minister of Justice, issued a few days ago the following instructions to the police authorities throughout the Empire: If a member of a Foreign Legation is sus-

pected of a crime committed outside the Legation, he may be detained on the spot, but the matter must be at once reported to the Public Procurators' Office of the nearest Court of If a charge be preferred against any foreigner

who has taken shelter at a foreign Legation, the matter shall be at once reported to the Public Procurators, before any arrest is made, and the police authorities must not enter the compound of the Legation until the Public Procurators, have given them permission to-do so. If an offender takes shelter on board a foreign man-of-war lying in a Japanese port, the authorities shall request the captain to hand over the offender to the police. If a foreign blue jacket commits a crime on shore,

The police must not arrest the Consul of any foreign Power, unless the crime committed is

The Nagasaki Press on the New Era.

To-day, the 17th of July, marks an epoch in the history of Japan, a country that has already surprised the Occident by its wonderful adaptation in so short a time to the modern civilization of the Western world. After years of patient tolling on the part of her able statesmen. Japan folday enters upon an equal footing with all the Powers, and now holds the proud distinction of being the first Oriental nation to exercise jurisdiction over Occidentals. The old Treaties have ceased to exist, and there is reason to believe that under the new order of things foreigners resident in this country, and those who come alter, will have little to fear from the change. The recent Rescript of His Majesty the Emperor and the notifications of the different Ministers of State show that the Government is making strenuous efforts to secure the smooth working of the new Treaties, and it is the duty of all foreigners to assist to their utmost the authorities by conforming to the laws and regulations of the country in which they dwell.

SHIPPING REPORTS

Captain Moses, of the steamship Varvata Maru, from Nagasaki, reports :- Heavy sea through voyage from Nagasaki. Captain Joslin, of the steamship Kong Beng

winds, fine clear weather, smooth sea: Captain, Blake, of the steamship Kavang Ping, from Chefoo, reports: Encountered very

heavy N.E. gale on the edge of a typhoon for three days. Deck cargo damaged, also fittings to rooms on port side. Captain Heurmann; of the steamship Lyce.

From the 20th to 23td was at anchor under Chusan Island on account of a strong typhoon,

moderate south westerly breeze and sea, fine and clear. Amounto Swalow, same weather. Swatow to port, light south westerly breeze. moderate westerly breeze and sea, passing rain agiralla, clear from there to port. Vessels in Fonchow: Chingkiang. In Amoy: Cheange cheto. In Swittow: Pryin, Kungngsung, and

NOTANDA

CALENDAR.

Meteorological means based on fifteen years observations to 1898; Barometer29.738 Thermometer81.6 Humidity83.0

WEATHER REPORT. On date at On clate ut Barometer......29.71 Temperature 86 Humidity 73 Rainfall

TO-DAY. Wednesday, 26th July, 1899. (St. Anne, Mother of B. V. Mary. Chinese-roth of 6th moon of 25th year Kwang-sil. Sun-Rises 5hr. 3omin.

Sets Ohr. Jamin. Moon-In Equator toler, w.m. High water-Morning rthr. omlin. Afternoon:none Low water-Morning thr. rSmin. Afternoon 5hr. 30min. 'ANNIVERSARIES:

1888-Korean Government's chartered steamer Deutschland wrecked on the Korean

1890-Mr. Haas, the Consul-General for Austria-Hungary at Shanghai, drowned at Pootoo, near Ningpo. 1898-M. Jales Cambow, French Minister at

Washington, on behalf of Spain, opens Negotiations for peace. Thursday, 27th July, 1899. (St. Joseph of Arimathea). (2)

Chinese-20th of 6th moon of 25th year t Kavane-sit. Sun-Rises 5ler. 30min. High water-Morning hr. 7amin. Low water-Alorning 5hr. 10min; Afternoon 6hr. 16min.

ANNIVERSARIES.

1830-French Revolution. 1843—Canton opened to British trade." 1862-Terrific typhoon at Canton, Macao Hongkong and Whampoa; loss of life estimated at 40,000 persons. 1863-Armed attack on Victoria Peak Signal

1866-Atlantic cable laid. 1878—Four men poison (I by bad air in the hold of the British steamer Elginat Saigon.

AGENDA

Hongkong Ice Co. dividend warrants ready.

TO-MORROW West Point Building Coy's, transfer, books closed till 28th. 4 p.m. Kamakura Marii sails for Europe.

Kinshin Marn sails for Victoria B.C.

FRIDAY, 28th. West Point Building Coy's dividend warrants-Wharf and Godown Coy's transfer books

closed till 3rd prox. 4 p.m .- Yawata Maru sails for Australia. SATURDAY, 29th.

Tacoma sails for Victoria. Noon-Mail leaves for Europe. R. W. F. Gymkhana at Happy Valley.

SHIPPING AND MAIL NEWS.

French (Ernest Simons) 30th inst. Canadian (Empress of China) and prox. American (City of Rio de Janeiro) 4th prox American (Nippon Maru) 6th prox. American (Coptic) 13th prox. Tacoma (Olympia) 17th prox. American (America Maru) toth inst

The P. & O. S. N. Co.'s steamer Nankui left Bombay for this port on the 25th inst.

The Nr. G. I. steamer Dontenico Baldumo left Singapore for this port, yesterday and may be expected here on or about the 30th instant.

The steamer Chingwo from Clasgow and Liverpool left Singapore for this port to-day p.m: and may be expected here on or about the

Tho O. &. O. S. S. Co.'s steamer America Marie, with mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 22nd

The Canadian Pacific Railway Co.'s R.M. Empress of China arrived at Kobe at noon on Tuesday the 25th instrand left again at mi night of same day, for Nagasaki, where she is due to arrive on Thursday the 27th inst and Shanghai at 5 a.m. on Saturday the 29th institu

Honokong and whampoa dock returns: Isla de Cuba...... at Kowloon Dock Isla de Luzon H.M.S. Handy ... Prinz Heinrich

D. Juan d'Anstria . Cosmopolitan Drumburton Aberdeen

PASSED THE CANAL. Outward-23rd June-Benvenue. 27th June -- Needlos .: 30th June - Formosa, Trieste Tacoma Alesia, Kronberge ath July Pllerin. Saralov. Tamsui M 71h July—Ernest Simons, Bisogno. in the July Thyrid six Benmohr, Kherson Sazonia, Authority Victoria Homeward-18th Cliff Taba

Sylpping.

YAWATA MARU, Japanese steamer, 2,367, A.E. Moses, asth July, Nagasaki zrat Joly General.-Nippon-Yusen Kaisha, LYERMOON, German steamer, 1,238; G. Heyer. mann, 25th July, Shanghal roth July, General -- Siemssen & Co.

DEUTIEROS, German steamer, 1,001, E. Petersen, 26th July,—Saigon 22nd July, Rice.—-Siemssen & Co. KWANG PINO, Chinese steamer, 2,001, W Blake, 26th July,-Chefoo 19th July, Coal.—C. E.& M. Co. HONGRONG, French steamer, 847, Bustian,

26th July,-Haiphong 23rd July and Holhoy 25th, General.—A. R. Marty. LIGHTNING, British steamer, 2,122, S. Belson, 26th July, Calcutta 18th July, Penang and Singapore zoth, General. David. Sassoon Sons & Co. Kong Beng, British steamer, 862, F. W.

Joslin, 26th July,-Saigon 22nd July, General.-Woo Kee-HAITAN, British steamer, 1,183, J. S. Roach, 26th July, Foochow 23rd: July, Amoy 24th, and Swatow 25th, General. Douglas. "Lapraik & Co.

TAI CHEONO, German steamer, 828, H. Ahrens, 26th July, Deli 18th July, Ballast, --

Clearances at the Harbour Office. Holhao, French str., for Holhow.

Benvenue, British str., for Nagasaki. Saikong, British str., for Samsuj. Tsinan, British str., for Macao. Loyal, German str., for Canton. Kinng Pak, British str., for Samshui. Kongnam, British str., for Canton. Lycemoon, German str., for Canton. Kwang Ping, Chinese str., for Canton.

July 26, Doric, American str., for San Francisco. fully 26, Hohenzollern, German str., for Japan.

Departures.

July 26, Nanyang, German str., for Swatow. July 26, Guthrie, British str., for Kobe. July 26, Loyal, German str., for Canton. July 26, Lyeemoon, German str., for Canton.

Passengers-Arrived. Per Deuteros, from Saigon-157 Chinese.

Per Kong Beng, from Saigon-83 Chinese. Per Kwang Ping, from Chefoo-10 Chinese. Per Lycemoon, from Shanghai-Messrs. H Wilson, Pirie, and 72 Chinese. Per Lightning, from Calcutta, &c Stevenson, Miss Apcar, Mr. Eyra, and 500 Chinese.

Per Hongkong, from Haiphong, &c .- Mr. Gracias, Rev. Pere Guarrier, Mr. Noil, and Mr. and Mrs. Sculfort. Per Yawata Marit, from Japan-Miss Paslay, Messrs. W. Rollinson, C. Britton, T. W. Spencer, Yendo, Hashimoto, r Chinese and

Per Haitan, from Coast Ports-Mrs. Mancell and 2 children, Miss Clement, Mesers, F. H. Lyons, R. Heineling, Wong Hok Sing, Wong, L. Luk Woo, Leang, and 135 Chinese, Per Tai Cheong, from Deli-24 Chinese.

Departed. Per Dorie, for Shanghai-Mr. and Mrs. John Beanmont, Mr. and Mrs. Claude Verne, Messrs, H. J. Griving, K. Fuhushima and servant, and E. T. Slight. For Yokohama Mr. E. Burton Holmes. For Honolulu-Messrs. G. W. Spencer and A. M. Walcott. For San Frans cisco-Messrs. A. J. Neville, E. Manuel, Corille R. E. Woodworth, Lieut. J. Donaldson, Missea Chu Kim, Kwok Hung Hin, For London-

Mr. A. B. Templemain. STEAMERS EXPROTED Names. Bue. Formosa ingapore Singapore July 28th Ernest Simons ... Singapore D. Balduino Singapore Milke Mard......Singapore Chingwo Singapore July 3 tst Empress of China Japan City of Rio de Jan. San Francisco... Aug. 4th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respect-fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

Nippon Maru San Francisco. Aug. 6th

Coptic San Francisco. Aug. 13th

America Maru...... San Francisco... Aug. 19th

PROJECTED SAILINGS

Destination. America Maru ... San Francisco, &c. Aug. 29th Bayern Straits, &c., Nov. 8th Belgian King : San Diego, &c. ... Oct. 15th Changsha Sydney, &c. Aug. 6th Carlisle City..... San Diego, &c. ... Aug. 15th Carmarthenshire. San Diego, &c. ... July 30th Chelydra Singapore, &c..... July 31st Sun Francisco, &c. Oct. 3rd City of Peking ... San Francisco, &c |Sept. 7th City of Rio San Francisco, &c. Aug. tath Coromandel. London, &c,.....Aug. 5th Portland, &c. Sept 23rd Columbia . San Francisco, &c. Aug. 22nd Straits, &c. Aug. 5th Diomed London, &c. . San Francisco, &c. Oct 10th Ellen Rickmers. Havre, &c. Emp. China A. .. Vancouver, &c. Emp. India Emp. Japan Formosif Jupan, &c. Sept. 16th Ghazeo New York, & ... Victoria, B.C. Glenogle :.. Acg. 8th Halmunitie Swatow, &c. Haitan-Hongkong Maru San Francisco, &c Sept. 23rd Indralema New York, &c. Kamakura Maru Marseilles, &c., ... July 27th Kinshiu Maru Kwelyang: Manila Lennox Mausang Kohe & Yokohama Aug. ard Nanchangalia Tientein (Direct)

Nippon Maru ... San Francisco, &c Aug. 3rd Strails &co. Singapord

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YAWATA MARUA. E. Moses	(THURSDAY ISLAND, TOWNS VILLE, BRISBANE, SYDNEY
†SENDAI MARU	(VLADIVOSTOCK, VIA SWATOW
MIIKE MARU	KOBE and YOKOHAMA

SAILING DATES. To-morrow, 27th July, at

ro-morrow, 27th July, at CO-MORROW, 27th July, at RIDAY, 28th July, at

THURSDAY, 3rd August, at THURSDAY, 3rd August, at

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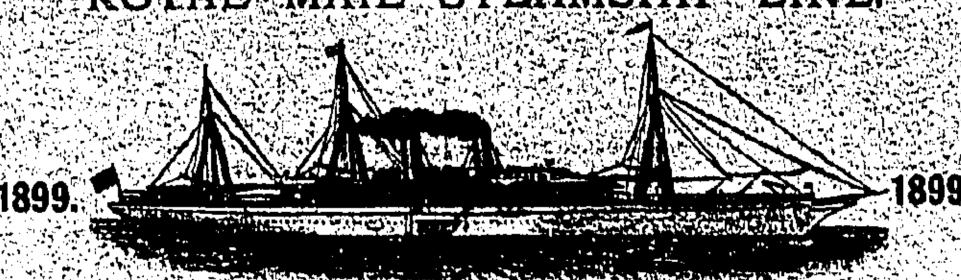
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TO SAN FRANCISCO, VIA INCAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG NIPPON MARU (via Shanghai, Nagasaki, Thursday, 3rd Aug.,

Kobe, Inland Sea, at Noon. Yokohama & Hono-AMERICA MARU (via

Shanghai, Nagasaki, Tuesday, 29th Aug., Kobe, Inland Sea. Yokohama & Hono-HONGKONG MARU

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and

Saturday, 231d Sept.

THE Steamship

"NIPPON MARU." will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. The Railroad travelling is second to none on LULU, and Passengers are allowed to break the American Continent Magnificent Scenery their journey at any point en route. Through Passage Tickets granted to England, The YELLOWSTONE NATIONAL PARK route.

France, and Germany by all trans-Atlantic Passengers to EUROPE may proceed by one of lines of steamers, and to the principal cities of the first class ATLANTIC MAIL LINES. the United States or Canada. Rates may be obtained on application. Rates of Passage to other Points on application.

Passengers holding through ORDERS TO Special rates allowed to members of Govern EUROPE have the choice of Overland Rail ment Services. routes from San Francisco, including the Through Bills of Lading issued to Pacific SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Coast Points, and to Canadian and United PACIFIC. DENVER and RIO GRANDE, and States Points. NORTHERN PACIFIC RAILWAYS; also the Consular Invoices of Goods for United States CANADIAN PACIFIC RAILWAY on payment of Points should be in quadruplicate; and one £4 in addition to the regular tariff rate. topy must be sent forward by the sleamer to

Passengers holding orders for OVERLAND the Freight Agent, Tacoma, Wash, or Port-CITIES in the United States have between land, Or. (whichever may be the destination of San Francisco and Chicago, the option of the the Steamer). SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, address marked in full) by 5 P.M., on the day and other direct connecting Railways and from previous to sailing Chicago to destination the choice of direct. For further information apply to

Particulars of the various routes can be had

on applications. Special rafes (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until P.M. the day previous to sailing. Parcel. Packages will be received at Office until EP.M. same day; all Parcel Packages should be marked to address in full; value of same it required.

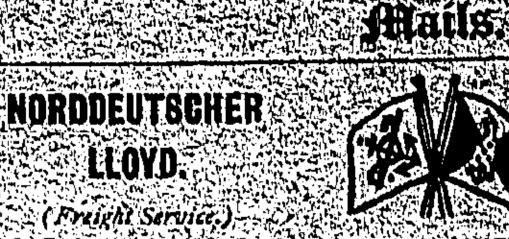
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Captain F. W. Vibert, R. N. R., carrying Her. Office in Scaled Envelopes, addressed to the Majesty's Mails, will be despatched from this Collector of Customs at San Francisco.

Freight, apply to the Agency of the Company. J.S. VAN BUREN Agent

Hongkong, 15th July, 1899.

HONGKONA

DASSENGER ELAVATOR from BA In Trance of Allies each from BOART



HAMBURG-AMERIKA

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisson) Oporto, London, Liverpool, Glasdow, Trieste, Genoa, Ports in the Levante i Black SUA AND BALTIC PORTS NORTH and SOUTHAMERICAN PORTS.)

Freight.

Freight.

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Freight, and Passage.

Preight and Passage.

PROJECTED SALLINGS EROMENHONGRONG.

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* These Steamers have Superior Accommodation for Passengers and carry a Doctor and Stewardess. Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, l'assage, &c., apply to CARLOWITZ & Co.,

STEAMSHIP COMPANY IN CONNECTION WITH HE ATCHESON TOPEKA & SANTA

CALIFORNIA AND ORIENTAL

LLOYD.

FE RAILROAD CO. -PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO

VIA INLAND SEA OF JAPAN AND HONOLULU. aking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &C Carmarthenshire. 2,929 about July 30 Carlisle City 3,002 about Aug. 15 Thyra 3,406 about Sept 15

Belgian King ... 3,379 | about Col Oction THE Steamship

"CARMARTHENSHIRE," VIA SHANGHAI, INLAND SEA, KOBE, will be despatched for SAN FRANCISCO an SAN DIEGO VIA NAGASAKI, KOBE YOROHAMA and HONOLULU, on or abou the 30th instant. FOR VICTORIA, B.C., AND TACOMA

Through Bills of Lading issued to any poin in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing ... Parcel packages will be received at the OFFICE, until the same

time. All parcels should be marked to addres in full. Value of same is required. Consular Invoices, to accompany cargo des tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to BUTTERFIELD & SWIRE

Hongkong, 15th July, 1899. U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO. THE attention of Passengers is directed to the very clieap rates offered by the Line,

VIA INLAND SEA OF JAPAN, AND HONOLULU

Excellent accommodation. First-class Ta-PROPOSED SAILINGS FROM HONGKONG City of Rio de Janeiro (via Shanghai Nagasaki, Kobe, Inland

at:Noon: of the ROCKY and CASCADE MOUNTAINS. Sea. Yokohama and Honolulu) City of Peking (via Shanghai, Nagasaki, Kobe. Inland Sea. Yokohama & Hono-

> China (via Shanghar, Nagasaki, Kobe, In- [Tuesday, 3rd Oct land Sea, Yokohama [at Noonand Honolulu)

I'HE U.S. Mail Steamship

United States, and Europe.

"CITY OF RIO DE JANEIRO?" will be despatched for SAN FRANCISCO. via SHANGHAL NAGASAKI, ROBE IN LAND SEA, YOKOHAMA & HONOLULU. Parcels must be sent to our Office (with on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the

> Steamers of this line pass through the I LAND SEA OF JAPAN, and call at Honolu and passengers are allowed to break the journey at any point en youle. Through Passage Tickets granted to England; France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on applications Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC THE Company Steamship FIGE UNITED PACIFICATION VERSION RIO GRANDE MINORTHERN PACIFIC RAILWAY: also the CANADIAN PACIFIC Poilibe despatched to SAN-FRANCISCO, with UAND CITIES in the United States have, al Noon

For further information as to Passago and August at Noon, taking Passengers and Cargo Particulars of the various routes can be had lines of Strawers and to the principal scities Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will: be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed ation to Yokohama and other libent Ports to Parcels will be received at this Office until 4 San Franscisco, to Atlantic and Inland Cities a

P.M. the day before salling. The Contents and Value of all Packages are required. Shippers are particularly requested to note Freight will be received on bound until a reaction Ettents.

NOTIOE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA! ANTWERP, BREMEN AND HAMBURG, PORTS IN-THE LEVANT, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE NEW ORLEANS EGALVESTON AND SOUTH AMERICAN

PORTS. HE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON IN LAND PASSENGERS AND LUCGAGE. B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRIN-

CIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT: TO ALTERATION.)

d	Print Heinrich Wednesday 16th Aug.
g.	Preussen Wednesday 13th Sept.
ţ.	Sachsen Wednesday Itth Octo-
	Bayern Wednesday 8th Nov.
t.	König Albert Wednesday 13th Dec.
Ų,	Prinz Heinrich Wednesday 27th Dec.
3	Preussen Wednesday loth Jan.
e	Karlsrulte Wednesday 24th Jan.
2	Sachsen Wednesday 7th Feb.
•	Hamburg Wednesday 21st Feb.
A	The state of the first terminal and the state of the stat

Bayern. Wednesday 7th Mar. N WEDNESDAY, the 16th day of Aug. 1899 at 9 A.M., the Company's Steamship PRINZ HEINRICH, Captain H. Supmer. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling. at NAPLES and GENOA. Hongkong, China and Japan.

Shipping Orders will be granted till Noon on . MONDAY, the 14th August Cargo and Specie will be received on board until 3 34. on TUESDAY, the 15th August, and Parcels will be received at the Agency's Office until NOON on Tuesday, the fifth August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Flongkong igth July, 1899. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO IAPAN THE UNITED STATES MEXICO. Central and South America

THE OVERLAND RAILWAYS. CTLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND Proposed Sailings from Hongkong. Nagasaki Kobe, In. Tuesday, 22nd Aug., land Sea Yokohama [at Noon.

Gaelles Grav Shanghai, Nagasaki, Kobe, In Saturday, 16th Sept. land Sen Yokohama Lat Noon and Honolulu)

Nagasakt Kobe, in- f-Tuesday, 10th October,

RAILWAY on payment of La locaddition to SHANGHAT, NAGASAKI, SKOBE, IN-FLAND SEA, YOKOHAMA and HONO. Passengers holding Orders FOR OVER-LULU, on CUESDAY, the 22nd August between SAN FRANCISCO and CHICAGO, HIT Steamen of this line pass, through the INthe option of the SOUTHERN PACIFIC, LANDSEA OF JAPAN, and called Honolulu, CENTRAL PACIFIC UNIONS PACIFIC, and passengers are allowed to break their DENVER and RIO GRANDE, and other journey at thy point en route, it is direct connecting Railways, and from Chicago Through Passage, Lickets granted to Eng. for BOMBAY, &c., on SATURDAY, the 5th to destination the choice of directables and brance and Georges by all trans. Atlantic Special rates (first class only) are granted to larriculate of the various Routes may be ob-

Missionaries, members of the Yaxal Military, fameth upon application volume.

Diplomatic, and Givil Service, to European Special rates. First class only are granted Officers in the service of China and Japan, and to Missionaries members of the haval Williary, to Government officials and their functions. Diplomatic and Civil Servicus, to huropean. Through Bills of Lading issue for framework. Officialize heights believe and Japan, and of the United States, via Overland Rallways to barking arrains a mucisco for China or Ispan. Havana, Tringag, and Demerate and to pouts for year on within one year will be allowed in Mexico Cantral and South America by the additional for percent. This allowants does Company's and composing Steamers. the day providus to salbog. Pareal Packages Allstances Packages about the marked to will be received at the contract of the packages and the process of the packages and the packages are partied by the packages and the packages are partied to the packages and the packages are partied to the packages are packag

Hongkong zig. ruly 1890 / Link to the control of th

SINCAPORE AND THE SOUTH.

From Stratts Papers. Seven Hours A Day.

Mr. Spooner, the Selangor State Engineer in his report for 1808, notes that the working day in Sclangor for Tamil and Javanese coolies is a short seven hours. It is supposed to be from 6 a. m. to 2 p. m., but in practice it means 7. a. m. to 2 p. m. The working hours in Ceyion for Tamil coolies are from 6 a. m. to 4 p. m. on estates, and in the P. W.-D. and Railway Departments from 6. a. m. to 12 noon and 1 p. m to 5 p. m., or ten hours against the short seven This, says Mr. Spooner, cannot be corrected by one department single anded. It would be necessary for all Government Departments to act in unison and so reduce the cost of works by obtaining 94 days of ten hours more work per coolie per annum, for the same total wage as now paid-presuming, of course, the cool works every day in the year excepting Sundays.

Fatal Accident At Singapore.

A shocking fatality occurred on board the Japanese mail steamer Inaba Maru, off the Borneo Wharf, on the night of 17th inst. One of the hatches had been only partially placed over the empty hold, when the third officer stepped on to it. The hatch immediately tilted up and the unfortunate officer fell to the bottom of the steamer where he struck the ironwork and sustained terrible injuries. Assistance was rendered as quickly as possible, but the officer expired in the course of a quarter of an hour. Death was due to serious internal injuries and to concussion of the brain. The sad feature of the case is that the deceased has a wife and had only recently received news that he had been appointed to a good post at the Cape of Good Hope.

Sarawak News.

TAXATION ON PEPPER AND TIMBER. The Supreme Council of Sarawak met on the 12th June. The Rajah informed the members of his intention of putting an extra tax on pepper in consequence of its unusually high price in the market. There would be also a small yearly payment as rent for lands cultivated or taken up for cultivation, according to the value of the products planted on which no payment had been made heretofore. There was no doubt that the planters were making enormous profits. H. H. said he considered that a just share should go to the revenues.

The Raigh then intimated that he had decided upon a tax on timber so as to restrict felling operations. There was now a acarcity of hard woods in the market at the capital. On and after the first of August next, timber-fellers must take out permits. A timber tax of ten per cent, on the value was also imposeded.

The Real Malay!

SCARED DY SMALL-POX.

In a letter from Jalor, in Siamese Malaya

Mr. Skeat, now exploring there, says:-The country is quiet enough. Many of the people, including the Rajah have fled from fear of small-pox, owing to a death from that disease in a house near here. Many of the houses of those who have not fied were "quarantined for ten days by the Rajah of Raman's medicine

A rope of rattan is stretched entirely round the fence of the Campong (the Campongs are generally fenced here) and a rope of lalang leaves and white thread with queer slip-knots of mount frouds depending from it is stretched across the top of the gate. In the gateway are buried, cross-wise, two stems of the Bedara Palit, which is supposed, owing to its bitterness, to scare away the small-pox spirits. The road from Biserat to Jalor is similarly defended | formally set | forth that each of them, being against the spirits, the object being to stop them from pursuing travellers on the road! the other and bound himself over not to institute Small-pox has been bad in Petani, but the divorce proceedings. Before long it was agreed people do not run from it there as the up-count to waive this latter clause. Unions so blissful try folk do.

Selangor Railway Rates.

The Malay Mail gives a report of the meet ing between the Resident-General and a the grant of a divorce had been duly accomdeputation which sought to move him to reduce plished. The court of first instance, however, the recently increased railway rates in Selangor. The Resident-General, after successively demolishing the arguments for reduction, thus put the case for the increase:-

opened a few days ago in Province Wellesley. Mme. Gertron. I went to Province Wellesley and Mr. Hanson For a while everybody was perfectly happy asked me about rates, and I think went into until a little later M. Gertron discovered that the rates he was then charging in Perak. I in the reshuffling of the cards all the children said these rates are too low and there is no had fallen to his share. Not only had he kept railway in the world with rates like these. The two children of his first marriage but he He said that was so. It is the worst thing had taken over the three children belonging to in the world to open a railway, fix the original Mme. Dutuc, become the second rates, and then raise them immediately Mme, Gerron. Now, although M. Gertron afterwards. If they are found to be too high it admits being fond of children he believes in is quite easy to reduce them; if they are too the principle of share and share alike in the low it is extraordinarily difficult to mise them. | matter of expenses. In consequence he calcul-We looked into the gharry rates and we there ated what the five children have cost him to and then fixed 3 cents a mile for third class, I rear, and asked his friends at the neighbouring with corresponding rates, for second and first villa to pay half the amount. They declined class. But it appears that afterwards the Resident of Perak sent to me and sald that as rates had been fixed in the Province, and the railway would join on to Perak line, it was necessary to have the same rates all over the line. and I agreed. I am sorry that you have not produced any single argument for reduction of the rate, or anything to show that the rate is unfair. I do not see how I can ask either of the Residents of Perak or Selangor to reduce the rates that have been fixed.

THE LESSON OF THE MOHEGAN.

The loss of the Mohegan leads Mr. John Hyslop in Harper's to suggest needful pre- nett, the demonstrator to the Liverpool School cautions for sale navigation." Chief among They start for Sierra Leone carly in August. these is that the entire direction of the ship's when the malarial scason is at its height, and course should not be left to the captain alone but | the conditions are most favourable for research, should be shared with other officers. The danger | Major Russ hopes to prove him theory that which always attends even the momentary aber | malaria is caused by the bites of a cortain ration of a single fallible morial would then be species of mosquito. The expedition will deterreduced. The captain of the lil-fated vessel was mine which are the malaria bearing species declared to be unfrietidly to officers looking at in the locality chosen, and then inquire charts while going down channel. Among whether it is possible, by filling up the particusea-captains, and officers, says the writer lar puddles in which they breed, to exterminate there is a common opinion that any examina malaria in a given district. The school in tion of charts or questioning of the correctness Liverpool opened last April by Lord Lister, is of a course given by a captain would, in the steadily progressing. The special ward at the majority of cases, he resented. He suggests Royal Southern Hospital set aparts for the that the course should be laid by an officer clinical pairtation of the school has been full under the captain, to be checked of course by to overflowing ever since with typical cases of him that within fifty miles of the shore the majaria and other tropical diseases. The charts should be open in the chart-room! school lately offered to receive from the Coloand that the position and course suguid be pial Nursing Association in London three marked by the officer retiring from duty murses intended for service in the tropics and and checked by his successor. The in- train their the expense of the Liverpool dustrial disadvantage resulting from the school. The offer was accepted European employer refusing to receive suggest tions from his men, such as American masters welcome, hay bean recently pointed out in trade magazines. Democracy in the workshop

STRANGE INTERMENT OF A EUROPEAN

In the Singapore Free Press of Monday, the 10th instit inention was made of the discovery on the previous day of the body of a European washed up on Blaken Mati, who had been evidently drowned from, or in trying to reach, some ship in the harbour. This proved on enquiry to be the body of an American sailor missing from the U.S.S. Fosemile, No inquest appears to have been held.

The sequel is a curious one. As a well known local resident was walking on the shore of Pulo Brani Island about 40 yards from the Borneo Company's dynamite stores he came upon a little group on the beach busy over some excavation about 3 yards above highwater mark. This consisted of a European policeman, two soldiers in khaki, and two Chinese coolies, and the job in hand was the digging of a grave. The visitor naturally made an enquiry, and though the policeman was evidently indisposed to be communicative, it was elicited that the grave was intended for the burial of a drowned European.

"Oh, that will be the American from the Yosinitie" (giving the proper accent to the four-syllable word.) "No, it's the man off the Vossemight," was

the reluctant reply. The "man off the Vossemight" was not visible just then, but was doubtless lying close at hand, ready for his "six-foot" of Pulo Brani

It further proved that the corpse had been already-planted below, high-water mark, but it had been difficult to get deep enough, and an | Captain Roach, will be despatched for the arm of a leg protruded after the tide came up above Ports, on FRIDAY, the 28th instant, and washed the soft stuff from the top of the

under-water grave. It seems strange that this should have had to be done, when no doubt the American Consul here would have been willing to have seen the dead man get respectable burial at Bukit Timah Cemetery. There looks to be just a little too much of the "tip-him-in-the-hole" about the incident to be entirely agreeable to the unscientific prejudices of common or garden humanity.—S. F. Press.

MARRIAGES MADE IN FRANCE

SOME CURIOUS COMPLICATIONS.

The following is not the plot of a Palais Royal farce but a true story from the law courts, revealed in the course of a case that has just been pleaded. In 1886 the Dutues and the Gertrons. at the time two newly-married couples, lived in adjacent villas in a suburb of Paris. The two households were on the best of terms. The idea seems first to have occurred to M. Dutuct that their union might be even closer than it was. He laid siege to the heart of Mme. Gertron, and with such success that his wife a length divined what was afoot. Her views, however, as to the length to which neighbourliness can go were as large as those of her husband, and she proposed to M. Gertron, who was delighted at the suggestion, that the most philosophical way to take the situation was for them to fall in love with one another in turn. And the two couples, having thus paired off

afresh, felicity reigned in those suburban villas. Admirable though the arragement was found it seemed to the persons concerned that it could be improved on, or at any rate secured against possible accidents. The quartette had ceased by this time to make any mystery between themselves of their, mutual inclinations. In the circumstances it would be just as well to have everything on a clear and recognized. footing. The two husbands in consequence. drew up, and signed, a deed in which it was "sound of mind and body," ceded his wife to deserved to be sealed by marriage. Accordingly and in connivance each of the husbands called in, as French law provides, the local police commissary, who established that the indispensable formalities which must precede. refused a divorce in each case on the score that the petitioners were "unworthy of legal assis tance." A higher court was more amenable to reason. The divorces were granted and Mme.

The first part of the new through line was | Gertron became Mme. Dutue, and Mme. Dutue the invitation and M. Dutuc has been obliged to sue them for the sum. It is the trial of this action that has revealed the curious domestic complications just narrated. The verdict will not be given for another week; but between then and now an amicable arrangement-should have been arrived at between the persons connected by such unusual ties.

TROPICAL DISEASES.

The Liverpool School of Tropical Diseases is sending out to the West Aircan coast a special expedition to investigate the causes of malatia and other discases. The expedition will be headed by Major Ross, the recentlyappointed lecturer, and will include Dr. Sun-

Shipping.

STEAMERS.

INDO: CHINA STEAM, NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN. THE Company's Steamship

Captain I. Kynoch, will be despatched as above TO-MORROW, the 27th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 26th July, 1899-

CHINA NAVIGATION COMPANY,

LIMITED. FOR SHANGHAL

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above TO-MORROW, the 27th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 25th July, 1899 DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW THE Company's Steamship

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 25th July, 1899.

THE OSAKA SHOSEN KAISHA

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN, KAISHA, Hongkong, 24th July, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

CALCUTTA. THE Company's Steamship "CHELYDRA."

Captain Davies, will be despatched as above on MONDAY, the 31st instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 22nd July, 1899. FOR NEW YORK VIA SUEZ CANAL THE British Steamship

"GHAZEE." will be despatched for the above port on or August, or they will not be recognized. about the 31st July

STEAMERS. At Intervals of ARGYLL" JOHN SANDERSON 2 weeks. AFGHANISTAN "-.....

For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 12th July, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN. OUEENSLAND. PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched SUNDAY, the 6th August, at Daylight. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Presh Provis-

ions during the entire yoyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamer of the EASTERN AND Australian S.S. Co. and vice veria.

For Freight or Passage, apply to BUTTERFIELD & SWIRE

Agents. Hongkong, 21st July, 1899 UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRALEMA. Captain Baker, will be despatched as above on or about the 12th August. For Freight, apply to

JARDINE MATHESON & Co., Hongkong, stat July 1899.

United States and China-Japan Steamship line.

(ROBT: M. SLOMAN & CO.—HAMBURO). FOR NEW YORK-VIA SUEZ CANAL HE Full-powered Steamship

will be despatched as above on or about the 15th September. The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 know per hour.

For Freight or Passage, apply to Hongkong, 18th July, 1899.

TELEGRAPH" have This Day, bean removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Measia. Powert & Co.)
to which address all communications should

Consignees.

YORTHERN, PACIFIC STEAMSHIP

NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKO HAMA, KOBE, MOJI AND The above Steamer having arrived, Consignees

of Cargo sie hereby requested to send in their nk for countersignature, and to take immediate delivery of their Goods from Cargo impeding the discharge of the Vessel be landed and stored at Consignees risk

and expense.
DODWELL & CO., LIMITED, Hongkong, 20th July, 1899.

NOTICE TO CONSIGNEES. FROM BOMBAY, COLOMBO AND STRAITS. THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be softed out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex. S.S.; Oriental. From Australia, ex S.S. Shannon. From Persian Gulf, ex.B. I. S. N. and B. & P.

S. N. Co's Steamers. Optional goods will be landed here unless instructions are given to the contraty before 3 P:M:"TO:DAY.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godown's and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE. Superintendent. Hongkong, 21st July, 1899.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

-STEAMSHIP "BENVENUE," FROM ANTWERP, LONDON AND STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 24th July, 1899. [966a NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES. S.S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery

may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st August, will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the rst August, and THURSDAY, the 3rd August, at 9.30 A.M. All Claims must reach us before the xith August, or they will not be recognized. Bills of Lading will be countersigned by the Indersigned.

No Fire Insurance has been effected. MELCHERS & Co. Agents. Hongkong, 25th July, 1899.

Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND Of SEVENTY months ending 30th June, 1809, will be PAY-ABLE on the 28th instant, on which date DIVIDEND WARRANTS may be obtained on Application at Company's Office. The TRANSFER BOOKS of the Company vill be CLOSED on the 27th and 28th instant. . By Order of the Board of Directors,

'A. SHELTON HOOPER." Secretary to THE HONOKONG LAND INVEST

MENT & AGENCY CO., L'D.

General Agents, WEST POINT BUILDING CO., LD. Hongkong, toth July, 1899.

HONGKONG, CANTON AND MACAO STEAMBOAT COMBANY,

NOTICE TO SHAREHOLDERS.

THE SIXTY-SIXTH ORDINARY HALF YEARLY MEETING of SHARE. HOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on MONDAY, the 31st July, at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a DIVIDEND and electing Directors and

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant inclusive. By Order of the Board of Directors.

Secretary. Hongkong, 13th July, 1899. THE BONGKONG AND KOWLOON

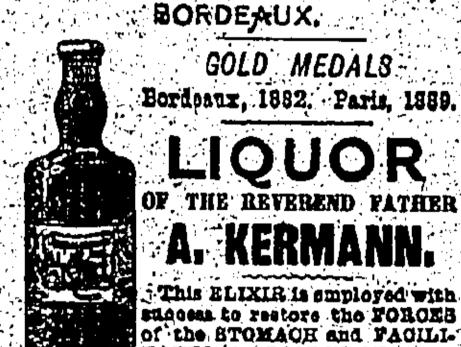
WHARF AND GODOWN CO. LIMITED.

NOTICE TO SHAREHOLDERS. N INTERIM DIVIDEND at the Rate of 5 per cent. (Two Dollars and Fifty Cents per Share), for the Six Months ending 30th June, 1899, will be PAID to those Persons who are registered as Shareholders in the above Company on the 3rd August, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 28th July to 3rd August,

By Order, EDWARD OSBORNE, Secretary. Hongkong, 19th July, 1899.

CAZANOVE,



both days inclusive...

LIQUOR OF THE REVEREND PATHER A. KERMANN.

GOLD MEDALS

This ELIXIR is amployed with MAGGAS to restore the FOROES of the STOMACH and FACILL. TATES, the DIGESTION.

TONIC WINE Of the Bay, Father A. KERMANN MOKA-RINA of Dr. GOLZ.

CREME DE MANDARINE. AVELINE ANISETTE SUPERFINE.

LAENDLER & Co., Paris. KUHN & KOMOR, JAPANESE FINE ART CURIOS. 21 & 23, Queen's Road, Hongkong,

35, WATER STREET, YOKOHAMA 362 DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. THE LEADING CATERERS.

COMPARE OUR ENU, BILLIARD TABLES and

LIQUORS to all others. THE GRILL ROOM Hongkong, 1st September, 1897.

EXTRA DRY

Blanche Chateau de Charmleres PLANE WARE

M. OPPENHEIMER & Co., Paris.

ITSUTBUSSAN KALSHA No. 6, Ice House Street, Praya Central. Head Office .- TOKIO.

Branch Offices :--LONDON, NEW YORK, BOMBAY SINGAPORE, SHANGHAI, TIENTSIN NEWCHWANG and all Ports in JAPAN, Dige Agencies :--

Milki Coal Mines, Ohmura Coal Mines. Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited. Moil Fire Insurance Co., Limited. Imperial Government Paper Mills, Japan Cotton Cleaning and Wkg. Co. Shinghai. Onoda Coment Company, Japan. Kanegatuchi Cotton Spinning Mill, Japan. The Milke Cotton Spinning Mill, Limited. Tokyo Cotton Spinning-Mill, Japan Hayashi Clock Factory.

Hongkong 11th December 1896 MEE CHEUNG. PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice House Road

S now in a position, in his New, and Co-m modicus Premises, to eclipse, as heretofore. ALL PHOTOGRAPHIC ART PRACTICED in the Colony in it any part of the Par Rail

Antimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUDSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.-A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK

INCLUDING:-PATTERIES,

THEMICALS,

L'LECTRIC BELLS.

INSULATORS, IGHTNING, CONDUCTORS,

TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION

ELECTRIC BELL INSTALLATIONS, · Erected and kept in order.

Estimates given for all kinds of Electrical

up Installations if required.

Trained Mechanicians sent to Out-Ports to fit

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply, to

W. STUART HARRISON -Manager Hongkong, 18th January, 1898.

SHIP-CHANDDERS SAILMAKERS COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION. AGENTS PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS: SOLE AGENTS. FOR LYARTMANN'S RAHTJEN'S GENUINE II COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES, Sole Agents for FERGUSON'S SPECIAL CREAM

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

P. & OF SPECIAL LIQUER SCOTCH

REASONABLE PRICES. Hongkong, 14th May, 1896. NOTICE.

TORIVATE BOARD and RESIDENCE 466 Queen's Road East. MH. HORTON. Hongkong, 30th June, 1899 CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS. With the Utmost Success. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungue.

Rot and Dampness. Sole Agents for China, LUTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. NOTICE. THE BEST PREVENTIVE OF ALL

Infectious diseases

W. C. HUMPHREYS & Co Bank Buildings. Hongkong, oth March, 1897 SURGEON DENTIST No. 16, DAGUILAR STREET

178 USE:

TERMS VERY MODERATE Consultation free Hongkong, 27th September, 1898.

Intimations.



POWDER, SOAPS.

Candles. ALL KINDS OF

DISINFEGURNTS. "The list of Sanitus" pro-motions is now so great sente comprise a complete intisection and disintertant armamentaria in This contraction of most of these is based on 'S mit is, is described a popular, pleasant, rand motioner carries a tripical in Lakitat. As past 21th, 1805, p. 501.

THE SANITAS Co., Ltd., BRITISE CHOTES, LORDON,

TERRUGINOUS.

PERUVIAN BARK AND IRON.

THE GREAT AUSTRIAN TONIC

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

Sole Agents for Hongkong :-

A. S. WATSON & Co. Hongkong, 1st September, 1896.



mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.

RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT RIGAUD'S JASMINE or Chemalie EXTRACT

8, RUE VIVIENNE, 8, PARIS

NOTICE.

OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

GERARD C. TOBEY, American bark, J. F. Surfiel - Ry Order

Hongkong, 26th July. ON LONDON, Telegraphic Transfer 1/11# ON BERLIN (domand) On Paris. Bank Bills, on domand. 2.481 ON NEW YORK, Bank Bills, on demand. 484 ON BOMBAY, Telegraphic Transfer 1471 ON SHANGHAL Telegraphic Transfer ... 721 Privite 30 days eight73 Boyereigns, Bank's Buying Rate Store D.A.A.G.

The Share Market.

LATEST QUOTATIONS.

(July 20th.) Banks. Hongkong and Shanghai Banking Corporation The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld.—(Ordinary) The Bank of China & Japan, Ld.—(Deferred)— £5.5 buyers.

National Bank of China, Ld.-\$24. Marine Insurances.

Union Insurance Society of Canton, Ld. -\$2371. China Traders' Insurance Co., Limited -- \$62. North China Insurance Co., Ld.—Tis. 190, Yangtsze Insurance Assoc. Ld.—\$120. Canton Insurance Office, Ld.-\$140. Straits Insurance Co., Ld. -- 561. · Fire Insurances.

Hongkong Fire Ins. Co., Ld.-\$310. China Fire Ins. Co., Ld.—\$89 sellers.

Hongkong, Canton, & Macao Steamboat Co., Limited-\$321. Indo-China Steam Navigation Company, Ld China and Manila S.S. Co., Ld.-\$91.

Douglas Steamship Co., Ld.—\$56 sellers. China Mutual S. N. Co., Ld.—(Preference)— £9.10 buyers. China Mutual S. N. Co., Ld.-(Ordinary)-£3.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£3 Star Ferry Co., Ld.—\$161.

Refineries. China Sugar Refining Co., Ld. -\$172}. Luzon Sugar Refining Co., Ld.—\$57. Mining.

Punjom Mining Co., Ld.—\$14. Preference Shares—\$2.50. Société Française des Charbonnages du Tonkin-\$245. Queen Mines, Limited-\$0.50. Jelebu Mining and Trading Co., Ld.-\$14

Raub A'lian Gold Mining Co., Ld.—\$61}. Olivers Freehold Mines, Ld.—(A) \$7. Olivers Freehold Mines, Ld.—(B) \$6. Great Eastern and Caledonian Gold Mining

Co.,.Ld.—\$2. Docks. Wharves and Godowns. Hongkong & Whampoa Dock Co., Ld-417 per cent. prem. Hongkong and Kowloon Wharf and Godown Company, Limited—\$97. Wanchai Warehouse and Storage Co., Ld. -- \$41.

New Amoy Dock Co., Ld. - \$151. Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld. Hongkong Land Investment and Agency Co.,

Ld.—\$961 ex div. Kowloon Land and Building Co., Ld.-\$30. West Point Building Co., Ld.—\$321. Hongkong Hotel Co., Ld.—\$107. "Humphrey's Estate and Finance Co., Ld .---\$11.75 .

Miscellaneous.

Green Island Cement Co., Ld. -- \$281. China-Borneo Co., Limited—5 buyers. A. S. Watson & Co., Limited \$17. Hongkong Electric Co.; Limited-\$13. Hongkong and China Gas Co., Ld.-\$130. Hongkong Rope Manufacturing Co., Ld. -\$181. Geo. Fenwick & Co., Ld. \$43. Hongkong Ice Co., Ld.-\$132 ex div. Hongkong High-Level Tramways Co., Ld.-

Dairy Farm Co., Limited-\$54. Hongkong & China Bakery Co., Ld.-\$25. Campbell, Moore & Co., Ld.—\$11. Bell's Asbestos Eastern Agency, Limited-£1

Bells Asbestos Eastern Agency, Ld.—\$5. Carmichael & Go., Limited.—\$8 Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$80.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 70. International Cotton M'fg. Co., Ld.-Tis. 70. Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tis. 70. Soy Chee Cotton Spinning Co., Ld.—Tls. 350.

Yahloong Cotton Spinning Co., Ld.-Tls. 55. Tebrau Planting Co., Ld.-\$4 per share. Tebrau Planting Co., Ld.—\$5. BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

New Patna,	26th July.
New Malwa, credit710/72 Old Malwa, credit740/85	71
Old Malwa, credit740/85	per picul
Persian paper fied680/770	,,

VISITORS AT THE WINDSOR HOTEL, Mr. W. Bray Mr. Almand

Mr. F. M. Bell Mr. M. Pardo Mr. L. Bertholin Mr. H. Rees Mr. and Mrs. E. C. Mr. G. W. Sponcer Borgherr Mr. and Mrs. Varné

VISITORS AND RESIDENTS AT THE PEAK HOTEL. Dr. and Mrs. N. M. S. Hon, G. Hamilton

Lord & Lady Hunting-

Mr. H. F. R. Brayne Mr. H. W. Jeffries Mr. G. H. Brown Mr. P. Bure Capt. F. Koford Capt. van Corbach Mr. J. Lamke Mr. G. H. Dann Mrs. Lawson Mr. and Mrs. W. H. T. Mr. J. E. Leo Davis and child. Mr. C. W. Longuet Mr. A. L. Denison Mrs. C. W. Longuet Mr. P. Dow Mr. R. Mitchell Hon. H. E. Pollock Col. G. J. H. Evatt Mr. J. S. Ezekiel Capt. H V, Prynne Mr. R. M. Ezekiel Mr. F. Ryan Mr. A. Forbes Mr. A. Sinclair Lt.-Col. A. R. Frager Mr. M. Staats Mr. M. E. P. Frost Mr. A. G. Stokes Colonel E. H. Gorges Mr. A. P. Stokes Mr. G. H. Wheeler Mr. H. W. Gyo Lieut. R. P. Hobson, Miss Wilson Mr. C. Wilson U.S.N. Staff-Surgeon and Mrs. Mr. H. Wilson.

Mr. H. Silves Arl Capt. W. H. Bland, Ormsby Miss Ormshy Rev. F. Flynn, R.N. Mr. A. J. Richardson Mr. and Mrs. George Capt. C. B. Slinmonds, Mrs. E. Jones Walld Mrs. Simmonds Mr. and Mrs. W. E. Major 8 S. Long, Turner

W. E. Home

Consul-Valpicelli

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken "Mr. C. H. Kent Mr. and Mrs. Kicho Mr. Kinghorn Mr. J. Kirkwood Capt. Kyeisch! Mr. and Mrs. J. E. Lambie governess

Mr. J. Lara Mr. Leon A. Levy Mr. J. L. Loveland Mr. Mayston Mrs. Murray Mr. A. C. Van Nierop Mr. P. E. Obrien Butler Mr. C. H. Poincilit Mr. W. Parfitt Mr. and Mrs. A. H.

Rennie Mr. W. Rjneck Mr. S. J. Robins Mr. H. Schoalhred Mr. H. Simmins Mr. Soa Mr. and Mrs. Hansser Mr. A. Spagnolo Mrs. C. Thomas

Mr. and Mrs. A. W. Mr. Wm. K. Hughes Whitlow Mr. J. E. Williams Mr. A. B. Wilson

VESESLS IN PORT

Steamers.

July, Oil.—Standard Oil Co. CARMARTHENSHIRE, British steamer, 1,878, Bench, 24th July, - Moji 17th July, Coal. - Butterfield & Swire.

CHELYDRA, British steamer, 1,568, J. Davies, 21st July,-Calcutta, via Penang and Singapore 15th July, General. Jardine, Matheson & Co.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 22nd July,-Bangkok 14th July, and Koh-si-chang 16th, General.-Yuen Fat Hong.

Arthur, 22nd July,—Melbourne 3rd June, Newcastle 7th, Sydney 20th, Moreton Bay 22nd, Cleveland Bay 25th, Cairns 26th Cooktown 27th, Thursday Island 29th Port Darwin 3rd July, Timor 6th, and Manila 19th, General.—Gibb, Livingston & Co.

HAILAN, French steamer, 377, W. Bast, 23rd A. R. Marty.

16th July, Swatow 15th July, General. Douglas, Lapraik & Co. HOIHAO, French steamer, 509, J. C. Gerard, 24th July,-Pakhoi 21st July, and Hoihow

HOLSTEIN, German steamer, 1,103, M. Ipland, 7th July,-Saigon and July, Rice.-Jebsen

W. Haswell, 23rd July,-Thursday Island 14th July, General,-Nippon Yusen Kaisha. Kinshiu Maru, Japanese steamer, 2,459, W.

Outerbridge, 25th July,—Canton 24th July, General.—Butterfield & Swire. MARIE JEBSEN, German steamer, 1,771, T. C. Matthiesen, 23rd July,-Hongay 20th July,

Coal.—Jebsen & Co. MAUBANG, British steamer, 1,643, P. M. B. Lake, 15th July,—Sandakan 8th July, Timber.—Jardine, Matheson & Co.

and Singapore 20th July, Mails and General.—Melchers & Co. TACOMA, American steamer, 1,689, Andrew Dixon, 20th July,-Tacoma, Wash. U.S.A.

25th July - Foochow 23rd July, Tea. -Butterfield & Swire. YEDO MARU, Innanese, steamer, 1,068, S.

Saito, 22nd July,—Saigon 18th July, Rice and Flour,—Dodwell & Co.

Bailing Vessels.

April, Flour.-Mr. C. Richardson. Timber.-Order. IVY, American ship, 1,181, H. J. Halsfad, 27th

June,-Singapore oth June, Timber,-Order, LADY MITCHELL, British schooner, 754, S.

P. N. Blanchan, American bark, 1,503, N. W Ballast .- Captain. STANFIELD, British bark, 576, Wilson, 2nd

July,-Rajong 20th June, Timber.-Master. TAM O'SHANTER, Amr, ship, 2,264, Ballard, 15th June,-Yokohama 20th May, Ballast. -Arnhold, Karberg & Co.

ON THE CHINA STATION

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd, q.1. guns, 3,000 i.h.p., Commander, A. H. Smith-Dorrien, Wei-hal-wei. Algerine, sloop, 1,050 toxs, 6 guns, 1,100 i.h.p.

Com. E. J. W. Slade, Foothow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei. Barfleur, 1st class battleship, 13,000 tons, 14

guns, 9,000 i.h.p., Capt. R. Montgomerie,

h.p., Capt. Wrey. Wei-hai-wei Centurion, ist class battleship, 10,900 tons, 14 h.p., 16 knots. Woi-liai-woi,

Comdr.C. Winnington Ingram, Nagasaki Esk, coast defence gunboat, 363 tons, 3 guns, 100 j.h.p., Lieut-Comdr. C, Chadwick. Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 lons, 5,400 ih.p., Lieut-Com R. Keyes, Sunguri, Russian torpedo boat, 140 tons, 4

tons aguns, 4,000 Lh.p., Hopekops.

i.h.p., 18 guns, Capt. G. Callaghan, Amoy. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, and class cruiser, 3,600 tons,

guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 l.h.p., Commander W. W.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. P. S. St. John, Phanix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore

Pigmy, 1st class gunboat, 755 tot ., 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong, .

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. Y. De M. Cowper, Foochow. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei. Railler, 1st class gunboat, 715 tons, 6 guns,

1,200 i.h.p., Licut-Com. The Hon. G. A. Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast desence gunboat, 363 tons, 3

guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei. Victorious, British battleship, 14,900 tons, 32

guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan. Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E.

Kelly, Hongkong. Wivern, coast desence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Amerigo Vespucce, Italian cruiser, 1,200 tons, Capt. Zezi, Singapore. Bengo, Portuguese gunboat, 462 tons, 3 guns,

400 h.p., Lieut.-Com. Marques, Macao. Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun. Strombalt, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

Cunha, Macao,

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Alcout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at

Dimitri Donskoy, Russian Jarmoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Screbren-nikff at Vladivostock. Grentlastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Screbriamikoff, at Port

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10: guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayezdnik, Russian cruiser, 1,334 tons, 14 guns

Olvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pamiai Acova,* Russian cruiser, 6,000 tons, 36

guns, 8,000 h.p., Captain Virenins, at Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, Silaich, Russian gunboht, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tons,

10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur. Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Viadimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Bort Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchausky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 at Vladivostock.

Vakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Zabiaka, Russian cruiset, 1,230 tons; 20 guns 2,000 h.p., Capt. Shkruff, at Port Arthur. RUSSIAN TORPEDO-PLOTILLA.

(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons guns, 2 torp tubes 1,100 h.p., speed 2

Revel, ist class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boar, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.)" Forel, Russian torpedo boat, 23 tons, 1 gun

220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 13,163 i.h.p. Captain Hon, S. C. J. Nargen, Russian torpedo boat, 85 tons 4 guns, on Friday, the 28th instant, at 3 P.M. 1,200 h.p., 22 knots, Bonavensure, 2nd class cruiser, 4,360 tons, 18 Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots,

> Sootchina, Russian torpedo boat, 87 tons, 4 guns. 374 070 h.p., 10 knots, 44 Sterlaid, Russian torpedo boat, 23 tone, 1 gun, 220 h.p., 16 knots.

> Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. guns, 1,800 h.p., 22 knots.

Wermione, 2nd class cruiser, 4,360 tons, 9,000 Bayand, Franch Hagship, 5,968 tons, 36 guns, 4,500 h,p., Capt. Joannht, at-Yokohama. Beautemps Beaupre, French cruisor, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon. Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon. Descartes, French protected cruiser, 3,985 tons,

36 guns 631 l.h.p., Captain Bernard, at Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 l.h.p., Capt. Texier, at Along Bay, Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 10 guns, 8,000 i h.p., Capt. Chesmar, at Toku.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizei, at

Pluvier, Frenchi despatch-boat, 545, tons, guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, to guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

Vouban, Franch flagship, 6,150, Capt. Boutet at Haiphong. Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN EQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore. ormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow. Irena, German cruiser, 4,400 tons, 22 guns, 18,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at

Kalser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-Moewe, German surveying vessel, 970 tons, Musashi, 1,490 tons, 10 guns, 1,600 h.p.

Captain Korvetton, at Amoy. Prinness Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Flagship of Rear-Admiral von Diederichs. * Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON. Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p.; Capt. N. M. Dyer, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. E. D. Taussig, Manila. Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030

h.p., Capt. Whiting, Nagasaki. Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199

h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Manila. Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003

h.p., Lt. Com. J. B. Briggs, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Coindr. J. W. Carlin, at Manilas Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Coindr. W. T. Swinburne, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila. Monocacy, U.S. gunboat, 1,370 tons, 6 guns,

850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier. Olympia, U.S. flagship, 5,760 tons, 14 guns,

17,313 h.p., Capt. B. P. Lamberton, at Singapore, Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, TI, III h.p., Capt. A. S. Barker,

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 b.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila. forklown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hong-

osemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Zafiro, U.S. dispatch vessel.

Post Office.

A Mail will close :-

For Shanghai-Per Changsha, to-morrow. the 27th instant, at 9 AM. For Sandakan-Per Mausang to morrow the 27th instant, at II A.M. For Nagasaki, Kobs and Yokohama Per Katuga: Maru to-morrow, the 27th instant, at II A.M. For . Shanghai - Per Print Heinrich to-

morrow, the 27th instant, at 11 A.M. For Singapore, Penang and Colombo-Per Kantakura Mary to morrow, the 27th instant, For Kobe, Yokohama, Victoria and Seattle.

-Per Kinshiu Maru to-morrow, the 27th

instant, at 3 P.M. For Manila-Per Kwelyang to morrow, the 27th instant, at 5 P.M. For Thursday Island, Townsville, Brisbane, For Amoy, Kobe, Yokohama, Victoria, and Tacoma Per Tacoma on Saturday, the 20th

instant, at to A.M.

Caledonien on Saturday, the 39th Instant, at Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 111 A.M. For Singapore Penang and Calcutta Per Skoroton, Russian torpedo boat, 23 tons, I gun, Chelydra on Monday, the 31st inst, at 11 A.M.

220 h.p. 16 knots.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Nippon Mary on Thursday, the 3rd Aug., at 11 A.M. For Europe, &c. India, yla Brindist Per Coromandel on Saturday, the 5th August, at

For Europe, &c., India, via Tuticorin-Per

For Nagasaki, Kobo and Yokohams -Per Robilla'on Saturday, the 5th Aug., at 3 P.M. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 1,000 n.p., 22 knots.

360 h.p., Hongkong.

Grafton, 1st class cruiser, 7,350 tons, 12 guns, 1 Kingship of Vice Admiral Alexeieff.

13.483 h.p. Capt. W Pisher, en, route

Flagship of Rear Admiral F.V. Dubossoff, Singappre

Singappre

Grandy, twin screw, torpedo-boat destroyer, The Printed and Published by Printed And Publ For Port Darwin, Thursday Island, Cook

JAPANESE MEN-OF-WAR.

Battleships. Vashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Yokohama. Fuji, 1st class, 12,450 tons, 38 guns, 14,000

h.p., at Nagasaki. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 hip. Yokohama. Coast Defence Ships. Matsuskima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Itsuskushima, ist class, 4,277 tons, 35 guns, ... 5,400 h.p., at Nagasaki. Hashidale, 1st class, 4,277 tons, 35 guns, 5,400 Kongo, and :class, 2,550 tons, 13 guns, 2,035

Hiyer, 2nd class, 2,550 tons, 13 guns, 2,039 h.p., Heiyen, and class, 2,600 tons, 15 guns, 2,400

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chilose, protected cruiser, 1st class, 4,978 tons, Akashi, protected cruiser, 1st class, 2,800 tons,

30 guns, 8,500 h.p. l'oshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons,

74 guns, 7,120 h.p., at Manila.

Takachiko, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Jakasaya, protected cruicar, the class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akilsusu, protected pruiser, 1st class, 3,150 26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Idaunii, protected cruiser, est class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Manila. Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.

Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns, Sloops and Corvettes.

Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons; to guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akagi, 620 tons, to guns, 700 h.p., at Chefoo. Alago, 620 tons, to guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chickai, 620 tons, 10 guns, 700 h.p., at Fusan. Soko, 572 tons, 4 guns, 400 h.p.

Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 lap. Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo gunboat.

Tatsuta, 875 tons, 6 guns, 5 toipedo tubes, 5,500 h.p. Torpedo-boats. Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14 boats (Creusot) 56 tons, 2 torpedo-tubes,

7 boafs (Kobe), 56 tons,, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes,

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, 10 guns,

boats (Yarrow), 40 tons, 3 torpedo-tubes,

800 h.p. (used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons,

to guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. finger wooden paddle steamer, 1,465 tons, 2 enug llama

(used as torpedo training ship. RIVER STEAMERS, BOHOONERS,

Patshan, British steamer, 2,260, Smith,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, S. W. Goggin, -Hongkong, Canton, & Macao Steambont

AND LOROHAS:

Powan, British steamer, 1,800, A. M. Patrick,— Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire Hol-tong, Chinese steamer, 400 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co. Chun Wai, British steamer, Kwong Wan S.S.

Hongkong and Macao. cungehan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. White Cloud, British steamer, 752, A. Cruick

shank, Hongkong, Canton, and Macao For Swatow, Amoy and Foochow—Per Klangtung, Chinese steamer, 583, Holmes, W. Hailan on Friday, the 28th instant at 10 A.M. China Merchant Steam Navigation Co. Canton and West River. ingklang, British steamer, 108, Nunes, Hongkong, Canton and Macao Steamboat

> ungshan, British steamer, 108, Morrison,-Hongleong, Canton and Macao Steamboat of Whampon, Chinese steamer, 40,—Ah

Sun Chow, Chinese steamer,—Ah Yon,

Hongkong and West River. Saikong, British stesmer 259, Kwong Wang Choung Kong, Y., Kun, 58, Kwong Wan S.S. Lil American lorcha Kongpak, British steamer, 147, G. C. Jones,-

Kwong Lee Steamship Company.

For Moji, Kobe, Yokohama and Pontand/Oi. PORBES BK ERTCHLY at No to Oiselfa.

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ATAPA, British steamer, 2,393, Leavy, 19th July, -New York 24th May, and Colombo 5th

GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.— Chinese. GUTHRIE, British steamer, 1,495, W. G. Mc-

July,-Foochow 20th July, General.-HAILOONG, British steamer, 783, A. J. Robson,

23rd, General.—A R. Marty. KASUGA MARU, Japanese steamer, 2,214, E.

Brady, 18th July, -Moji 14th July, General.—Nippon Yusen Kaisha. KWEIYANG, British steamer, 1,052, A. V

PRINZ HEINRICH, German steamer, 3,902, O. Cuppers, 24th July,-Bremen 14th June,

21st June, General.-Dodwell & Co. TSINAN, British steamer, 1,159, O. Anderson,

DRUMBURTON, British 4-mast ship, 1,773, Spurring, 29th June,-Seattle, Wash. 24th G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,-Tacoma 7th Nov.,

Mugford, 9th July, -Saigon 3rd July, Rice. -Meyer & Co. Blanchan, 15th June, - Chefoo 12th May,

HER BRITANNIO MAJESTY'S SHIPS Hongkong, July 26th, 1899.

Brisk, British cruiser, 1,770, tons, 6 guns, 5,600 guns, 13,000 i.h.p., Captain R. J. Jellicoc, Daphne, sloop, 1,140 tons, 8 guns, 2,000 l.h.p.;

ILD, Cattain Journal, At Balgon, Z